AUGUST, 1963

THE Signalman's JOURNAL

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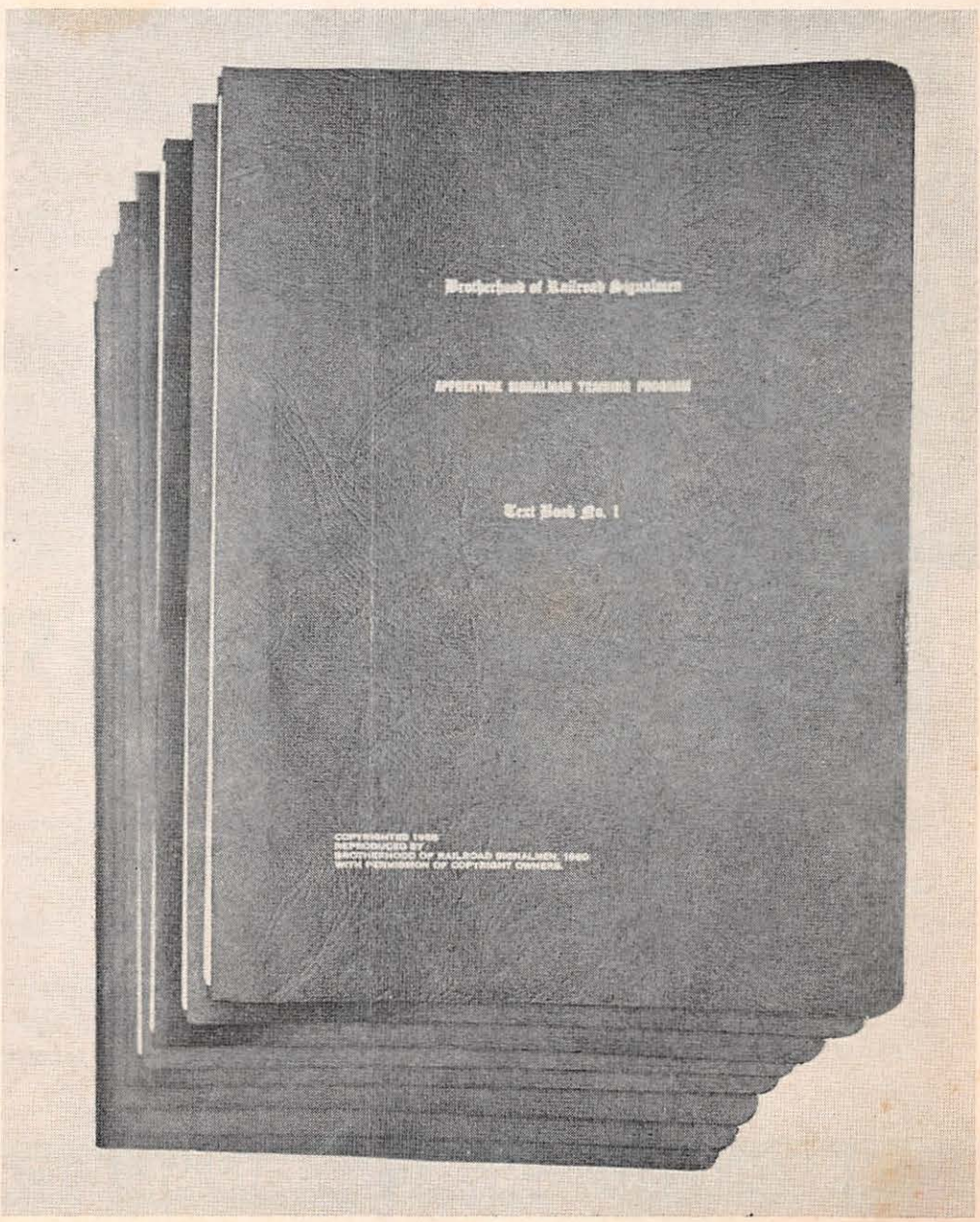

On Our Cover

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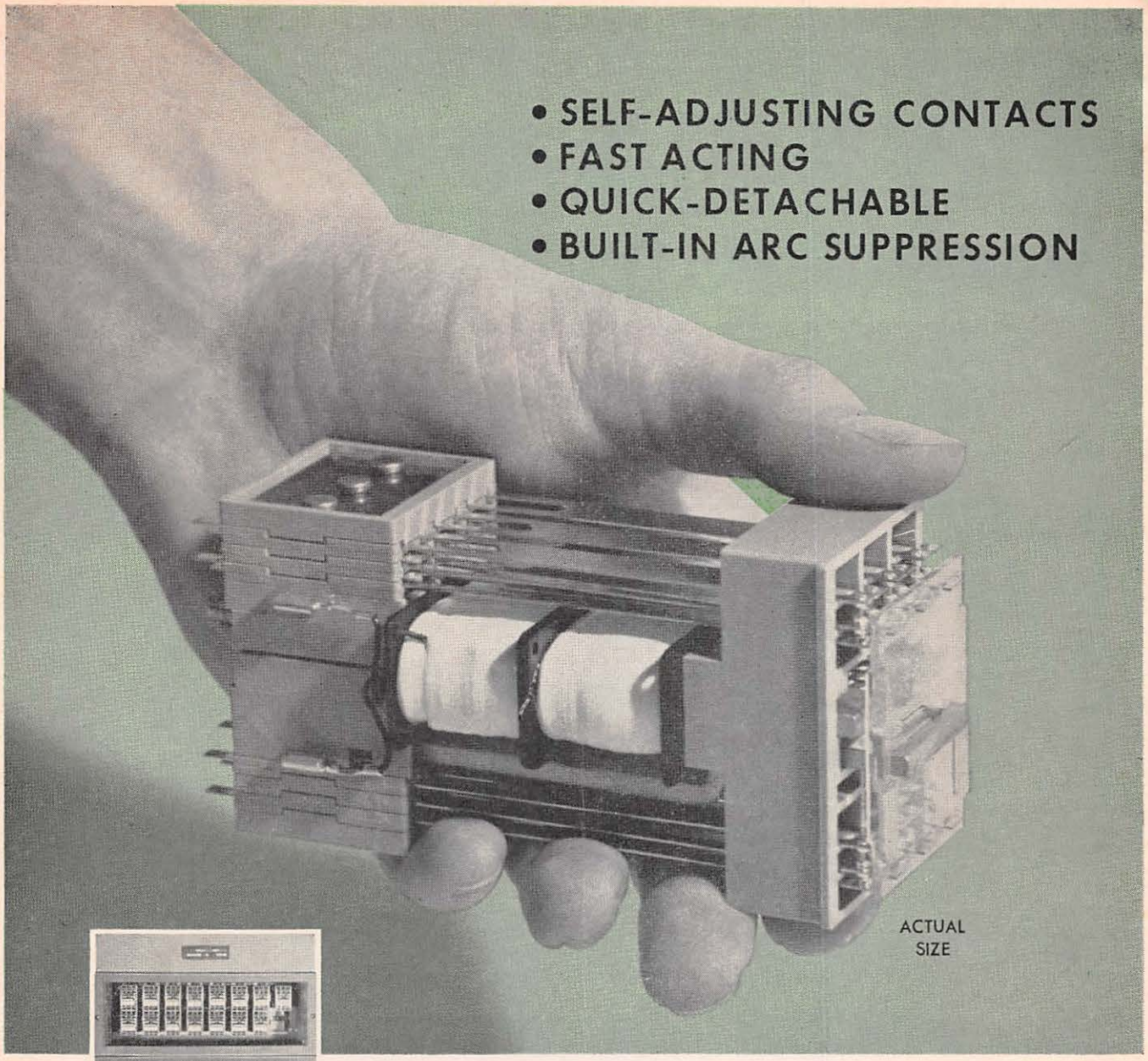
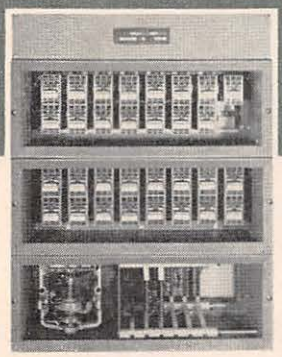
The texts represent a training program especially designed for signal employes and should be extremely useful in answering many of the technical questions which frequently confront our Craftsmen.

Text book No. 1 is now available and may be purchased from your Secretary-Treasurer. See article on page 221.





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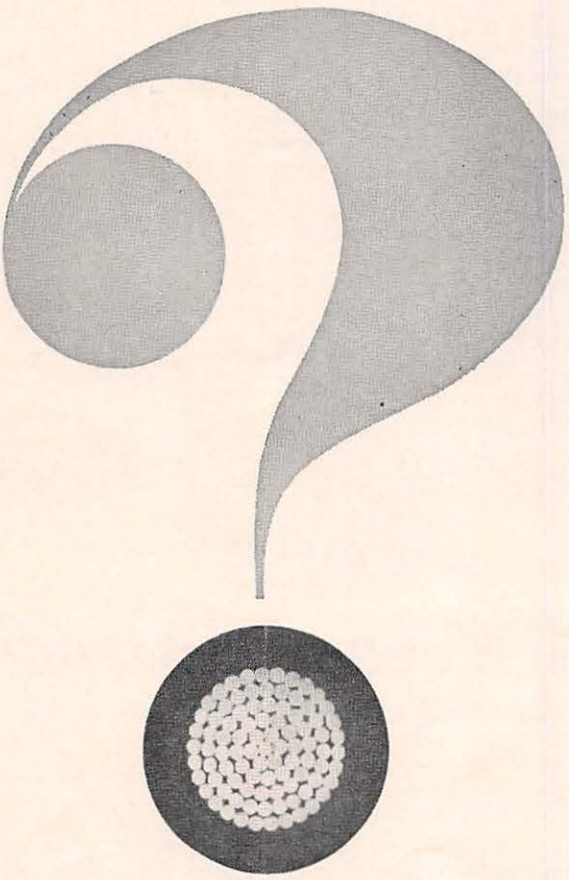

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill., 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill., 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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Progress Report

Signalmen's Wage Movement

REPRESENTATIVES OF OUR Brotherhood met with the Carrier's National Conference Committee in Washington, D. C. on August 1 to negotiate our demands for a 25 percent wage increase.

President Jesse Clark, Chairman of our negotiating committee, pointed out the reasons for our wage move and emphasized the current inequities in wages paid to members of our craft.

Others serving on our Brotherhood's National Negotiating Committee are: Vice President C. K. Fields; Vice President T. H. Gregg; and E. L. Abbott, editor and manager of *The Signalman's Journal*. Lester P. Schoene and Milton Kramer are attorneys on the case. E. L. Oliver and W. M. Homer, Economists, of the Labor Bureau of Middle West are participating in the negotiations as advisors on statistical matters.

On the Carrier's side of the bargaining table were J. J. Gaherin, Chairman of the Eastern Regional Committee; E. H. Hallmann, Chairman of the Western Committee; and C. A. McRee, Chairman of the South-Eastern Committee.

Francis A. O'Neill, Jr., Chairman, and C. Robert Roadley, Mediator, represented the National Mediation Board at the sessions.

Due to demands upon the National Mediation Board and the Carriers National Negotiating Committee, by Senate and Congressional Committees in connection with operating Brotherhood's rules case, further bargaining on our demands recessed after initial blasts were fired by the two Committees. It was agreed that negotiations would be resumed on August 8.

In a meeting held August 8 it was reported that all Carriers with the exception of the Southern, Florida East Coast, and the Central of Georgia are being represented by the Carriers National Conference Committee headed up by J. E. Wolfe.

Those Carriers not represented by the committee have been notified by the NMB that they must appear for separate mediation.

It was pointed out at the sessions that Railway Signalmen today suffer from a severe wage inequity caused primarily by two developments—a long term failure to receive increases comparable to those gained by skilled workers in other industries, and the failure of two Emergency Boards in 1960 and 1962 to recommend equitable adjustments in the last two wage movements.

Our Brotherhood served notice on February 1, 1963 for a 25 percent increase, designed to correct in part the effects of these accumulated injustices. Following receipt of this notice, most carriers served counter-proposals, asking for certain changes in rules and working conditions, but no wage revisions.

The agreement of June 5, 1962, between the railways and the non-operating railway labor organizations, provided that the question of wages could be reopened by notice on or after February 1, 1963, to be effective May 1, 1963. Our Brotherhood served notice on February 1, 1963. The other organizations, parties to the 1962 wage agreement, chose not to do so at that time. Subsequently, they did serve notices on May 31, 1963, to be effective as of June 30, 1963. Their notices were different from those served by our Brotherhood. Long before the notices of these other organizations had been served, we had closed out our conferences on individual railways and were urging the individual managements to authorize a national conference committee for further handling.

On April 4, 1963, the Brotherhood wrote to Mr. J. E. Wolfe, Chairman of the National Railway Labor Conference asking if a Carrier's National Conference Committee had been created to handle our wage dispute and the carriers' counter-proposals.

One month later, on May 6, 1963, no national conferences having been set, the Brotherhood invoked mediation under the provisions of Section 5, First, of the Railway Labor Act.

Throughout the period since February 1 of this year, our Brotherhood has diligently pursued its efforts to get fair wage adjustment for the employes it represents.

Our Brotherhood must have separate consideration of its requests for two reasons: First, its wage request is different from those served by other railway groups; second, its notice exactly fulfills the restrictions of the June 5, 1962 agreement as to time, and it is entitled to its wage increase effective as of May 1 of this year. This is not true of any of the other organizations.

Bases for the Brotherhood's Request

The increase requested by the Brotherhood of Railroad Signalmen is necessary because:

- The wages of Signalmen have not kept pace with those of other skilled American workers;
- The wage increases granted Signalmen have not provided any substantial improvement in the living standards of Signalmen since 1936;
- The advancing skills and responsibilities of Signalmen have increased their value and importance to the railroad industry, and, alone, justify substantial increases.

Our Brotherhood's National Negotiating Committee are shown here as they fired opening shots in the battle for a 25 percent wage increase for signal employes in the United States. Conferences were held at the National Mediation Board offices in Washington, D. C. before Mediator C. Robert Roadley, shown in the photo at the far right. Members of our Committee are facing the camera. They are, from left to right, E. L. Oliver, economist; Vice President C. K. Fields; Vice President T. H. Gregg; President Jesse Clark; and E. L. Abbott, editor and manager of The Signalman's Journal. The carriers' Committee, backs to camera, C. A. McRee, E. H. Hallmann, and J. J. Garharin.

Training Program For Signalmen Grand Lodge Releases Text No. 1 to Members Interested in Their Future As Signalmen

Texts Also Available to Anyone Interested in Signaling

GRAND LODGE NOW HAS A limited supply of Text Book No. 1 of the Signalmen's Training Course available for distribution to anyone interested in his future as a signalman. Cost? Only $1.75.

The Brotherhood of Railroad Signalmen, recognizing that the technological advancement in railroad signaling is constantly demanding more and more knowledge and skill from the members of our organization, is currently in the process of reproducing a series of Apprentice Signalmen Training Booklets.

This elementary course on the principles of railroad signaling is divided into 8 texts. They are copyrighted but permission has been granted for our Brotherhood to make this material available to all interested parties on an actual cost basis.

Text No. 1 deals primarily with carrier rules, motorcar operations and lineups, the fundamentals of electricity and magnetism as relating to signal devices, circuit symbols and nomenclature. Only a limited supply of this text is currently available at a cost of $1.75.

Text No. 2 will explain signal terms and definitions, relays and relay circuits, track circuits, pole lines and line circuits, code lines, and specific types of batteries used in signaling. Meters and their function are also explained in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics (preparatory study for carrier equipment.)

Text No. 4 explains in detail the use and function of traffic control systems of signaling. This text also covers coding and decoding circuits, time element control circuits, polarity check, and an elementary study of power switch machines.

Text No. 5 will furnish detailed information regarding crossing protection, use of steady track battery on coded track circuits, use of polar stick relays, the front contact cut section, providing proper shaped code, the back contact cut section, and ICC tests of signal equipment—this section explains in detail how tests can be properly made.

Text No. 6 will deal exclusively with interlockings, specifically, with a simple automatic interlocking and the modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of station selecting codes; chain repeat action of coding units; the generation, selection and transmission of station selection and indication codes by field line coding storage unit; and indication code preference.

Text No. 8 will cover electric locked switches, switch maintenance procedures and switch lubrication, detector devices, coded track circuit maintenance, maintenance and inspection of carrier equipment, and diesel generators.

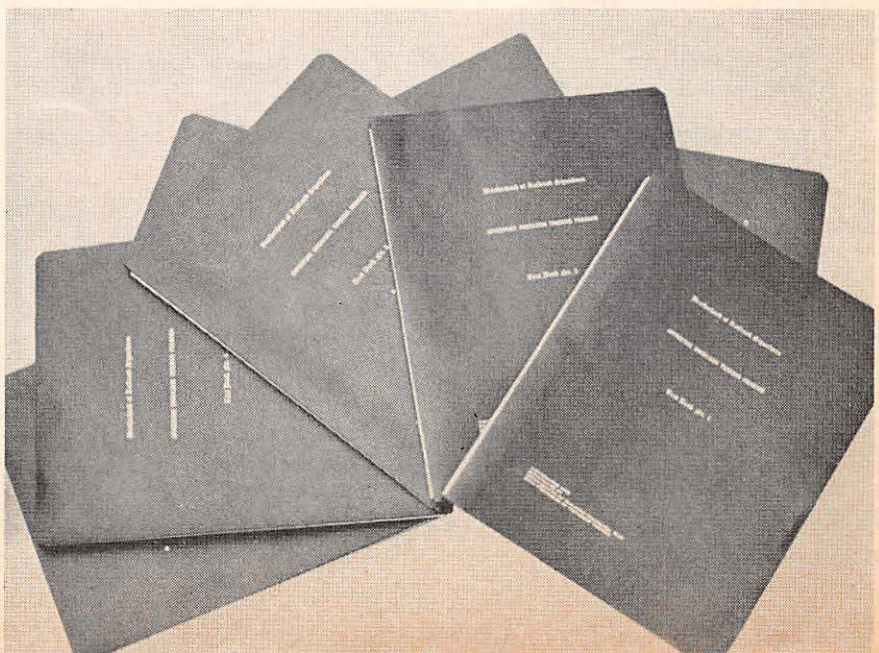
Secretary-Treasurer C. J. Chamberlain has announced that the cost of each text in this series will not exceed $2.00.

President Jesse Clark in a recent statement to all General Chairmen said "You are aware of the fact that the requirements of Signal Department Employes are becoming greater all the time. I feel that we must embark on a program of training, not only our assistants, but, perhaps, some of our promoted employes in order that they may keep abreast with the current technological improvements.

"We must be fair and admit that the members of our craft must be qualified to perform the duties required of them," he added.

"Let's start now and look to the future," Clark said, "if we do not, in a few years we will be standing in our own shadow and will not be properly equipped to meet the future requirements of our Craft."

At the present time, only a limited quantity of Text No. 1 is available, however, others will be made available as soon as possible. Order your copy of Text No. 1 without delay, using the order form on page 221.



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The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

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▶ Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

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▶ Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

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Continued From Previous Issue

Hearings Held to Determine Fate Of ICC Safety Standards

(Editor's Note: In our July issue it was noted that the Interstate Commerce Commission's notice of intent to revise the Bureau of Safety's Rules, Standards, and Instructions dated May 25, 1962 had resulted in formal protest by our Brotherhood in cooperation with the Railway Labor Executives' Association.

Informal conferences were held by the interested parties and some differences were resolved, however, formal hearings were subsequently held before Examiner Robert R. Boyd May 7-10 and June 10-13.

Excerpts from President Jesse Clark's testimony before the hearing regarding Rule 136.11 were reproduced in our previous article. This testimony dealt with the Commission's interpretation of the present rule in connection with alleged violations called to the ICC's attention by the B of RS.

The alleged violations were actual conditions reported to Grand Lodge by members of our Brotherhood and were set forth in a series of letters, copies of which were submitted for the Commission's consideration at the request of Examiner Boyd.

The effect of the Commission's proposed change to rule 136.11 is indicated in the excerpts of testimony of ICC witness Anderson in connection with these letters as reproduced here.)

On June 12 during direct examination by ICC attorney Hilzinger, Mr. Anderson, witness for the Bureau of Safety, ICC, presented the following testimony:

Q.: Mr. Anderson, have you reviewed the Commission's files relating to each letter submitted by the R.L.E.A. and presently identified in this proceeding as Exhibit No. 21, with reference to complaints involving alleged violations of the Commission's rules, standards and instructions?

A.: I have.

Q.: Do you wish to comment on these letters?

A.: Yes, I do. These are copies of letters written to the Commission, calling our attention to alleged violations of the Commission's Rules, Standards and Instructions, and replies thereto setting forth the Commission's findings after investigations of the complaints.

Of the 28 letters involved in these alleged violations one concerned a false proceed indication. However, our records indicate this letter was not received. Had this letter been received we would have conducted an investigation, because it alleged non-compliance with the rules.

Concerning two letters no investigation was made because of the fact there were no violations, and of the remaining 25, investigation developed that in 8 cases involving 5 failures to replace defective lamp bulbs in signals, one defective track circuit, one broken bond wire and one broken under ground cable there were apparently violations of the Commission's rules. In each instance the evidence developed determined that the carrier did not promptly adjust, repair or replace the defective piece of signal apparatus as required by Section 136.11 of the R. S. and I. However, because the evidence was insufficient to support prosecution the violation was called to the attention of the carrier's responsible officer and corrective action was taken.

In the remaining 17 cases no violations were found to exist. These involved 5 defective lamp bulbs and signals, two defective slide detector fences, one broken lock assembly on power-operated switch, two broken rails, one track car indicator out of service, one bad cable, one switch point broken, one indicator light out on track control machine, one indicator light for track occupancy failed to function properly, one track out of service on account of derailment, and one ribbon rail cut on account of expansion. Each of these alleged violations was investigated by our field forces, and on the basis of the evidence developed in each case it was our opinion that no violation occurred, because in some instances repairs were not—were made promptly. Others, the defect did not come within the scope of the rule. And in the remaining instances these devices were not used until after repair.

Q. (by Mr. Hilzinger): In any of these 17 cases where no violations were found was the decision based upon whether or not convenience to the carrier in making the repairs was a consideration?

A.: Certainly not.

Cross examination of Mr. Anderson by RLEA attorney Bennett:

Q.: I gather there is no requirement from the Commission that the track rail be bonded, I gather from these cases, and there is, then, no involvement with Rule 11 if rail is not bonded promptly.

A.: That is right. There is no requirement of the Commission that requires the rail to be bonded.

Q.: I gather, then, if new rail is placed in service or rail is relaid, the proposed Rule 11 would not require that that rail be promptly bonded?

A.: Neither does the present rule.

Q.: In this regard, sir, there were a few cases to that effect, and there was one case, 188, where a violation was found, where signals were at "Stop" because of a broken bond wire. For what reason was that a violation, sir?

A.: Well, the signal displayed a false restrictive aspect because of the broken bond wire, and it was not repaired promptly; under the present rule that would be a violation.

Q.: I don't get the difference between this and what we were discussing before when you indicated to me that bond wires need not be promptly placed on rail that is being relaid.

A.: If this joint had carried the track current without this bond wire there would have been no false restrictive signal and there would have been no violation of the Commission's rules.

Q.: Do I gather under the proposed Rule 11 this case 188 would not be a violation of the rule?

A.: I don't think so. I don't think it would be a violation because the safety of train operation is not impaired by broken bond wire.

Q.: That is because there was a red signal there, is that correct?

A.: That is right. There was a red signal, and that is not the cause, but there was a red signal with the safety of train operation unimpaired, the track was intact, there was nothing—there was no—nothing to prevent the same operation of trains.

Q.: At the present time the Commission has found violations of the present Rule 11 in a number of these cases where a defective—I beg your pardon, where a dark or improper signal was caused by a defective light bulb, a broken signal lens, or other similar causes, is that correct?

A.: I don't know about a broken signal lens. I would say a burnt-out lamp in a signal under the present rule if it is not promptly replaced would be a violation of this rule, Rule 136.11, under the present rule.

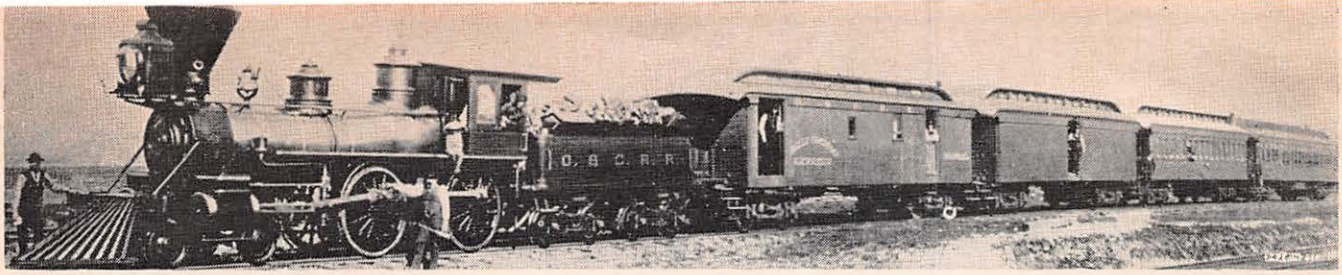
Q.: As some of these cases indicated, you have so found?

A.: We have so found, so advised the railroad, and they have advised us they would take corrective action.

Q.: Under the proposed Rule 11, that would not be a violation, is that correct?

A.: That is right. I don't think that would be a violation. The safety of train operation would not be impaired.

Q.: A moment ago we were discussing bonding rails. Let me put to you this hypothetical situation, sir: If for some reason there should be a broken rail in the track and it was changed out and a new rail was put in, however, because there was no other rail available the track forces took a rail from the fouling section of a turnout and placed it in the main line and then put another rail in the turnout and left all of this unbonded for three days, do I understand that



Hauled by a well-groomed wood-burning engine, the passenger train shown below was the first to enter Ashland, Ore., when the old Oregon & California Railroad was completed from Portland to Ashland in May, 1884. The Southern Pacific took over the O & C in 1887 and it became part of the SP through line opened between Portland and San Francisco in December 1887.

that would not be a violation of either the present or the proposed Rule 11?

A.: Under the present rule we would probably consider it a violation.

Q.: Why, sir

A.: Because the bond wire was broken, or wasn't applied, and the present rule says any piece of apparatus—if it fails to perform its intended function, if there is no bond wire, of course, the track circuit usually would be deenergized, but under the proposed rule I don't think it would be.

Q.: Under that situation would it not be possible for a car to be sitting on the fouling section and have a clear signal on the main line?

A.: On account of not being bonded?

Q.: Yes, sir.

A.: That is possible.

Q.: Is that possible?

A.: That is possible.

Q.: Would that be what we could call a false clear signal? The signal was clear, yet there was an obstruction in the block.

A.: That is right. That is right. That could be a violation under the proposed rule.

Q.: I though you just indicated that would not be a violation, in that circumstance.

A.: No, just the fact the bond wasn't in place would not be a violation. If a car occupied that fouling section and because a bond wire was broken the signal was falsely clear, then there would be a violation, under both rules.

Q.: In that regard, sir, do I understand there is no violation, then, until an improper signal is actually set up? Is that correct?

A.: That is right, usually.

Q.: Do I take it then there is no attempt in the present or proposed rule to prevent improper situations from being set up? You merely wait until one is set up, then it must be corrected?

A.: Not necessarily. No, I wouldn't subscribe to that.

Q.: Why not, sir?

A.: Well,—well, because that is not what the rule says. The rule says when it "affects safety of train operation." And nothing affects safety of train operation until that car is on that fouling section that is not bonded. Then you have a circumstance that affects safety of operation.

Q.: Until that car is put on that fouling section, sir, you have the basic prerequisites for an unsafe situation, do you not?

A.: If you have no signal failure, if that shunt fouling circuit is not bonded, you have no signal failure; unless you put a car in there and it doesn't cause the signal to go to stop, there is no failure there.

Q.: Once you put a car in there there is a highly dangerous situation, is there not?

A.: That is right, if that signal doesn't go to stop it is a dangerous situation, yes.

During cross examination by RLEA attorney Bennett, Mr. Anderson claimed that "not all of these cases hinge on the interpretation of the word "promptly" and explained that "some of these cases in our estimation, like broken rails, there was no violation in your interpretation of the rule at all. It wasn't a question of whether they were fixed promptly or not, it was a question of interpretation of the rule."

Examiner Boyd, in referring to the letters presented as Exhibit 26 from the RLEA, requested Mr. Anderson to examine the letters and, assuming all of the facts therein to be true, tell whether in his opinion a violation was stated.

Excepts from Mr. Anderson's testimony related to these particular instances are shown here.

The Witness: Well, as I remember this case, in fact, the letter states, we did not—we decided it was not a violation of the Commission's rules, standards and instructions. Now, as I might say, this is a borderline case. Maybe you would interpret it differently.

Exam. Boyd: Now you are giving me the answer I am searching for. Let's make sure we are looking at the same letter. You are looking at the letter in file 161, dated January 24, 1961.

The Witness: That is right.

Exam. Boyd: You are saying assuming the facts are as stated in the middle paragraph of that letter and that you conducted no field investigation—

The Witness: Oh, we did.

Exam. Boyd: But assuming you didn't, assuming you took those facts at face value, which you do not do, of course—

The Witness: No, we never do.

Exam. Boyd: Assuming you took those at face value, that is a borderline case, there?

The Witness: That is right. Now I have in mind now since all these—in this particular case, what I have here from the file says "Failure to maintain or correct promptly signal trouble at drawbridge, open conductors took in freighting cable, signal failed at 7:39 p.m. Maintainer was not called and was informed of failure when he reported for duty at 8:00 a.m. following day. Trouble was cleared at 12:15 p.m. that day. Only one train was operated past the signal during the time it was inoperative."

I would have to go back to the file and see if there were any more extenuating circumstances.

On the basis of our investigation as I recall it on the report of our inspector, and I believe it was his own supervisor, too, who was on that case in addition to an inspector, it was their opinion that there was no violation of the Commission's rules, standards and instructions. On the basis of their investigation and report we wrote this letter.

Exam. Boyd: I understand that. But I don't want that. We don't have what they found before us. In order to get anything helpful from these letters we must settle on a set of facts.

The Witness: You can't, on the basis of these letters.

Exam. Boyd: I can ask you hypothetically as I did a minute ago, a question based on just these facts, and you said that was a borderline case.

Go ahead.

Q. (by Mr. Bennett): With respect to the same set of facts we are assuming, contained in the letter of January 24, 1961, under the proposed Rule 11 would this also be a borderline case, sir, or would that signal have been repaired without undue delay in your opinion?

A.: From reading and what I remember of the facts of this case—

Q.: No, sir, just whatever facts are stated in the letter of January 24th.

A.: No, sir, if you block me—I would say it would not be, under the proposed rule, a violation. The signal was red, he couldn't get anything but a red aspect.

Exam. Boyd: That is exactly what I want you to tell him, exactly what the situation would be under those facts.

Q. (by Mr. Bennett): Then, of course, I assume it would make no difference whatsoever how many trains if any would be operated past that signal?

A.: Not as far as this rule is concerned, no, sir.

Q. (by Mr. Bennett): There is a letter there from the Com-

mission, of March 9, 1961, is there not, sir, the second letter on that case?

A.: What was that question? I am sorry.

Q.: There is a letter there of March 9, 1961, the second letter from the Commission on that case, is that correct?

A.: March 9th?

Q.: Yes, sir. March 9, 1961, Case 144, sir.

A.: I can't find a letter of March 9th. I have a letter here —all right. March 9th. I have it marked March 11th.

Q.: That refers to a case of signal trouble, sir, does it not, that developed early in the morning on Sunday, was corrected on Monday? Can you assume the facts as are given in this letter from the Commission of March 9, 1961, sir, and indicate to us whether or not that signal was corrected "without undue delay" as that term is used in proposed Rule 11?

A.: No, sir. We—we considered that that failure wasn't corrected without undue delay and we wrote to the carrier about it. As you will note by this letter there was a misunderstanding of instructions by the dispatcher and we wrote to the carrier about it and the carrier promised to clarify instructions to the inspector so that this wouldn't happen again.

Q.: Sir, if this same case arose under proposed Rule 11 would this in your opinion, sir, then be considered a violation of that rule?

A.: If this was a burned out light bulb, no, it would not.

Q.: So then, we don't have that problem of how long it took to replace it, do we, sir?

A.: No, sir, we would not have that problem under the present rule. We do not have that problem under the present—under the proposed rule, I am sorry.

Q. (by Mr. Bennett): There were two cases here, I believe, where violations were found because of dark signals which were out overnight. I mean case 192 and 201. Would you please look at those, sir?

The Witness: I can answer this question very simply, that these both involved light-outs, which we considered were not repaired promptly in connection with the present rule, and we so advised the carrier, and the carrier advised us that corrective action would be taken. We considered them to be violations, and we so reported them to the carrier, both of them.

Q. (by Mr. Bennett): And these would not be violations, however, under proposed Rule 11?

A.: Under the proposed rule, no.

Exam. Boyd: Now, that is pertinent and I am glad it got into the record. That is the kind of information I want to see us get here.

The file shows how long it took, too, doesn't it?

The Witness: Yes, sir, I can give you that. The lamp was reported out at 12:55 a.m.,—this is 192—was replaced at 7:20 a.m., six hours and 25 minutes later. So this was obviously a violation.

210, the failure to—

Q. (by Mr. Bennett): 201, sir.

A.: 201, that is correct. 201, the signal was out about 14 hours before the lamp was replaced. So we called that to the attention of the carrier, who advised us that the situation had been corrected.

Exam. Boyd: All right. That is getting to the heart of it. Go ahead, Mr. Bennett.

Q. (by Mr. Bennett): May we look at 154, sir. Here again I believe the Commission found there was a violation of the present rule.

Q.: Can you, sir, assume the facts that are in the fourth paragraph of that letter where it speaks of a track circuit failure?

A.: That is right.

Q.: Assuming those facts to be true, would that be a violation of either the present or the proposed Rule 11, sir?

A.: Well, it obviously was a violation of the present 311 —or, I mean 11, because we wrote to the railroad about that failure. It was brought to the attention of the carrier's president for corrective action. It was a defective switch circuit controller, that caused a false restrictive signal. And I wouldn't say under the proposed rule that that would be a violation of the rule.

Exam. Boyd: Does it make it a violation merely because it was left unrepaired overnight?

The Witness: Under the present rule it does. Under the proposed rule it says "Unless safety of train operation is affected."

Exam. Boyd: Under the proposed rule if it is left overnight even if there is no train until the next afternoon that is considered a violation?

The Witness: Under the proposed rule, that is right. Under the present rule it is not. Under proposed rule it is.

Q. (by Mr. Bennett): You indicated there was a false restrictive signal here, is that correct?

A.: That is right.

Q.: Assuming there was a false restrictive signal here I thought you said before such would not be a violation of the proposed Rule 11?

A.: I said it would not be a violation of proposed Rule 11.

Q.: Oh, I misunderstood. Do I understand you to say that the facts we are assuming here from the letter of November 3, 1960 would not be a violation of the proposed Rule 11?

A.: To the best of my knowledge it would not be. It was a defective switch circuit controller, which caused the signal to display a false restrictive aspect.

Q.: Thank you, sir.

Q.: Can we assume a situation where there is a poor adjustment of the locking assembly on a spring switch and because of that red signals are displayed? Would that or not be within the scope of proposed Rule 11?

A.: It wouldn't be in the scope of the proposed rule. It could be under the scope of the present rule.

Q.: But it would definitely not be under the scope of the proposed rule?

A.: Not if it caused a false restrictive signal.

Cross Examination. Q. (by Mr. Howard, AAR): Mr. Anderson, you have talked, in response to certain of the questions by Mr. Bennett, in particulars. I would like to ask you a question in generalities, relating to the meaning of Rule 11 as it is proposed by the Commission.

Let me ask if this is a fair statement: Under proposed Rule 11 there are three essential elements in order that a violation shall occur. And those are: 1, There must be a defect in a component of the signal system. 2, Its function must be essential to the safety of train operations. And, 3, repairs are not made without undue delay.

Is that a fair statement of what the proposed rule is?

A.: That is essentially right, Mr. Howard. When you say "its function is not essential"—

Q.: Function is essential—well,—

A.: I would say that the "failure of this particular piece of apparatus did not impair the safety of train operation." There is a difference there.

Q.: I accept that correction. With that correction is that a fair statement of the meaning of the rule?

A.: That is right.

Q.: In other words, if any of those three elements is missing, with the amendment you suggested, there is no violation, is that correct?

A.: That is right. That is the way I understand it.

Q.: Let me talk more particularly about the time element, the words "without undue delay." When you are assessing in a particular case whether undue delay has or has not occurred you would take into account the circumstances, particularly the operating circumstances, on that road in determining what length of time was due or undue, would you not?

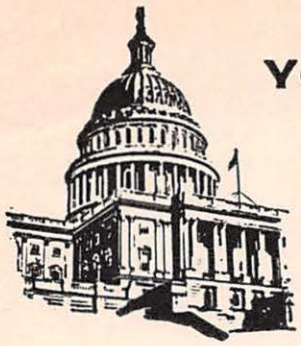
A.: That is right.

Q.: In particular, to take an example that was mentioned a month ago, I think, in these hearings, let us suppose a railroad that had traffic on a particular signaled line only on Mondays, Wednesdays and Fridays, and that a signal defect, of whatever kind, under the rule, occurred at 1:00 o'clock in the morning on Tuesday. And suppose that that defect was not repaired until 11:00 p.m. on Tuesday, but that no train was to travel on Tuesday, and in fact no train did travel until 1:00 a.m. on Wednesday. Would that delay be undue?

A.: No, I would say that would not be undue delay, as long as no train was operated past that signal nor was intended to be operated.

Mr. Howard: Thank you, sir.

That is all I have of Mr. Anderson on Rule 11.



YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

IS CONGRESS OPERATING under rules which fitted older and simpler times, but which strangle its effectiveness in these modern years of massive government budgets and multiplying problems?

That question has become particularly serious now when it looks like Congress will sit until after Christmas and may not get its job done even then. The problem was recently aired at hearings before the Senate Rules Committee, which, as its name implies, has primary jurisdiction over Senate procedure.

The same problem is the subject of increasing discussion in the House. Here's how it looks through the eyes of some senators who testified before the Senate Rules Committee:

Senator Clifford P. Case (Rep., N.J.) said there is a growing feeling that Congress is so bogged down in its ancient procedures that "the Executive and Judicial branches of the government have had to take over the main responsibility for conduct of the nation's business."

Senator Joseph S. Clark (Dem., Pa.), who with Case has co-sponsored proposals for a sweeping study of congressional reorganization proposals, told the committee that the public is getting the idea that all senators are like the cartooned "Senator Snort," a bumbling and talkative figure.

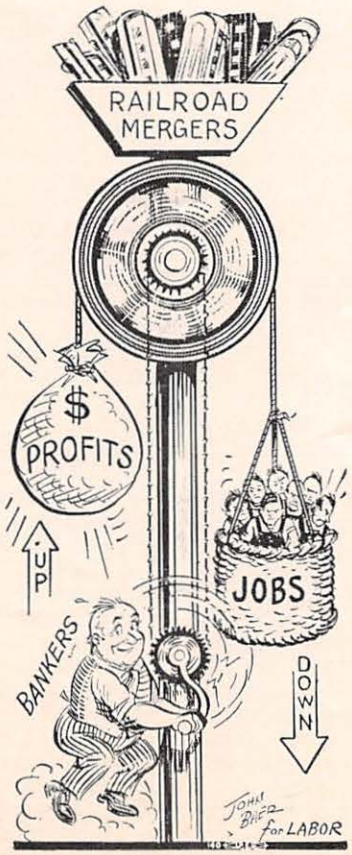
Case said there are no senators like the "blowhard" Snort, but visitors to the Senate gallery don't realize that when they see some senator orating "in the usually nearly empty chamber."

Senator Kenneth B. Keating (Rep., N.Y.) asserted the decline in the prestige of Congress is its own fault—"not the result of a desire by strong Presidents and Chief Justices to assume power."

Senator Mike Monroney (Dem., Okla.), who led in the 1946 reorganization of Congress, said "obviously we need a vast overhaul in our machinery." He added that the present rule which makes it nearly impossible to stop "filibustering" talk in the Senate is a "fatal defect."

Senator E. L. Bartlett (Dem., Alaska) declared it's high time for Congress to take a "close look at itself, in terms of its organization and operation."

Senator John O. Pastore (Dem., R.I.), testified before the committee as spokesman for 31 senators co-sponsoring a resolution which would set aside, each day, four hours in which senators' talk on the floor must be "germane." That is, they would have to stick to the legislative subject then being debated, instead of rambling off on other oratorical roads.



Pastore said the proposed four-hour "germane" rule would leave plenty of time in which senators could talk to their heart's content. He concluded by saying "we can't go on in this loose way and get home in time for Christmas. We've got to find some way to expedite the work of the Senate."

Unionists Get the Job Done

Active trade unionists make good government officials when they get the chance. One example of that was the immense success of the depression 1930s Civilian Conservation Corps, under the management of three Machinists' Union vice presidents on leave from their union duties.

Another example was pointed out recently in a floor speech by Congressman Charles H. Wilson (Dem., Calif.). He reminded the House that he has sometimes been critical of "government bureaucrats." But, he said, "I now wish to call attention to one office which has a record of achievement so outstanding that it is worthy of study.

"It is the Office of Saline Water, of the Department of the Interior. Under the able leadership of its director, Charles F. MacGowan, this office has made tremendous strides in solving the problem of converting salt seawater to fresh water."

MacGowan formerly was an international representative of the Brotherhood of Boilermakers and Blacksmiths and had experience as an industrial engineer.

Water Program Vital to Country

Congressman Wilson pointed out that the program entrusted to MacGowan is so vital to sections of the country facing water shortages that President Kennedy called it "more important than placing a man on the moon."

In 1958, Wilson said, the OSW was given the small sum of $10 million "to build five demonstration plants which are now operating or will be soon—at a cost of only $5.5 million."

Thus, Wilson said, the OSW, under MacGowan's management, "is not only saving the taxpayers almost 45 per cent on the cost of the demonstration plants, but also is producing more fresh water than was anticipated, and the cost of converting salt and brackish water has been reduced 400 per cent in the past few years."

"Rarely do the people of this country obtain such high services for so little cost," he added.

Defense Appropriations

The House recently passed by far the biggest appropriation bill of all, $47 billion for the Defense Department. The bill was brought to the floor by Congressman George H. Mahon (Dem., Tex.), veteran chairman of the Appropriations subcommittee which holds long hearings on such measures and writes them in a form that remains virtually unchanged by the House.

Mahon and Congressman Gerald F. Ford (Mich.), top Republican on the subcommittee, defended President Kennedy and Defense Secretary Robert McNamara against charges that they cut down too much on the amount of money asked by the generals and admirals. Ford said such cuts are nothing new, and are necessary if the U.S. Treasury is not to be bankrupted.

Budget Reduced During War

"Even during the Korean War," Ford recalled, "President Truman said he had reduced to $60 billion the $104 billion the military services had asked for a year.

"In 1953, the Secretary of Defense and the President (Eisenhower) made reductions of $16 billion in the budget proposed by the various services. In 1957, the military services requested. $4.5 billion more than the President and the Defense Secretary allowed. In 1958, the Army, Navy and Air Force asked for $6 billion more than the President and Defense Secretary recommended to Congress.

"Secretary McNamara," Ford told the House, "should be commended for finding a way to reduce the funds requested by the military services by $13 billion, and at the same time provide sufficiently for the national security."

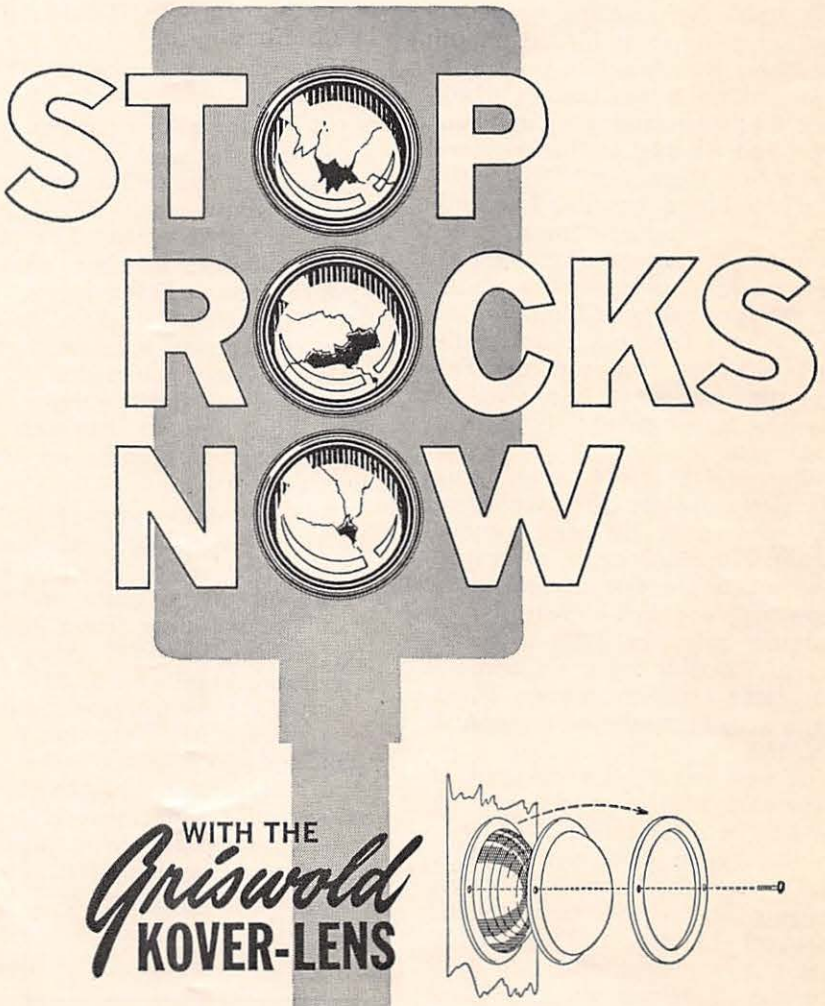
Mahon recalled costly mistakes which have been made when military projects got out of hand. "A few years ago," he said, "it was thought by the Air Force and other government agencies that a nuclear-powered airplane could be constructed. After over a billion dollars was spent on the project, it was abandoned.

"The Navy," Mahon continued, "tried to build a jet-powered seaplane called the Seamaster. After an investment of about one-half billion dollars in that program, it was cancelled."

Mahon added that "weapons have been developed that were so complicated that the military men assigned to operate them could not do so. We have good and intelligent people in the services, but most of them are not technical geniuses."

Congressman Daniel J. Flood (Dem., Pa.) recalled the "scare stories" regularly put out by the military chiefs when the defense appropriation bill is coming up in Congress.

"I have been waiting all this week," he said, "to see a big release, in the press and on television and radio, saying 'Unidentified Aircraft over Alaska'. They have been dusting that one off every year before this bill gets to the floor. From the same source comes the one about 'Unidentified Submarine Off the Florida Coast.'"



New crystal clear "KOVER-LENS" shields wayside signal lenses from vandalism . . . cuts your labor and time for lens maintenance and replacement way down . . . practically eliminates the breakage problem. "KOVER-LENS" is made from heavy duty clear Plexiglas . . . takes repeated shock and abuse without loss of signal light efficiency. "KOVER-LENS" fits right over signal lens with simple repositioning of existing gasket ring and securing with longer bolts provided. Available for most searchlight, color light, semaphore and flashing light lenses.

Write today for complete details and low quantity prices.

Griswold SIGNAL COMPANY

700 Plymouth Avenue North, Minneapolis 11, Minnesota

By SIDNEY MARGOLIUS, for the Signalman's Journal

AFTER A WHOLE YEAR OF stable living costs, wage-earners are going to be hit this month and next by a boost in the cost of living. Dun & Bradstreet's wholesale food price index by mid-Summer had reached its highest level since last December. This means you're going to pay more for family food, and especially meat, when you visit the supermarkets the next few weeks— unless you are alert to the seasonal good buys.

Not only food but clothing and rugs will cost you more this Fall. For rugs, our advice is to shop the August furniture and floor-coverings sales.

But not all prices are going up. Refrigerators are the bargain of the year—price has been trimmed again. The two-door frost-free models, which are fast becoming the standard, are being featured in summer sales for $200 and even less in 12-cubic foot sizes. Some of the large retailers' private brands even have been offered for as little as $180.

A new round of reductions on television sets has made available 16-inch sets for under $100. This is the lowest price yet for U.S.-made models. Retailers also are cutting the spread between all-channel TV sets and the VHF. Some now charge only $20 more for the all-channel models. These give you reception on UHF channels as well as on the relatively fewer VHF channels. After April 30, 1964, only all-channel receivers will be sold. They really should not cost more than $20 above the VHF sets. It costs manufacturers only about $15 more to equip TV receivers with all-channel tuners, trade sources estimate.

You also can find good values in upholstered living room chairs and sofas in the current mid-Summer furniture sales. Manufacturers have reduced prices not merely on the moderate-grade promotional chairs but also on better-quality chairs. Some makers have cut tags as much as 15-20 percent to stimulate business.

Here are tips on money-savers for August:

Juice Gouge: The current high price of frozen and canned juices is, frankly, a gouge. Frozen orange juice currently costs 50 percent more than a year ago. The price hike is blamed on last winter's Florida freeze. However, at the time of the freeze, stocks of orange juice concentrate were the largest on record—more than double the previous year's and 2½ times average. Thus canners and retailers reaped windfall profits on these big inventories.

Our only advice is to at least buy the stores' own brands of orange juice and other concentrates. In a recent survey we found national brands of six-ounce frozen orange juice selling for 35-37 cents, and stores' own brands for 27-29.

You can substitute tomato juice for orange juice if you use correspondingly more, since it has less than half the vitamin C value of orange juice. One relatively good value is orange-grapefruit juice. It has almost the same vitamin C value of orange juice, at a little lower price.

'Price-Fixing' Bill Slipping Through Congress

Consumers ought to know that the so-called "quality stabilization" bill which would let manufacturers set minimum prices at which their products can be retailed, is slipping through Congress. The bill, opposed by labor and consumer groups, now has been approved by the House of Representatives Commerce Committee. Pharmacists, the chief backers of the bill, are hoping it will prevent price-cutting by other retailers. But in a recent court hearing on a similar state price-fixing law in Pennsylvania, Justice Michael A. Musmanno declared such bills result in "monopoly" and are a "strait jacket" on businessmen who try to hold down prices.

But be sure you buy actual juices not the canned "fruit drinks," "fruit punch," etc., now widely sold. These have water as their leading ingredient. So much water is being used in various factory-prepared foods like processed meats, frozen cooked dinners, etc., that we can understand why there is said to be a water shortage in some parts of the country.

You can make money out of your own water faucet simply by adding water to fruit concentrates or canned juices to make hot-weather drinks for your children.

For example, you can mix your own grape drink by buying the concentrated mix which contains only pure grape juice and sugar. You add four parts water and presto—you have grape "drink" at a saving of about 30 per cent. (just keep in mind that grape juice has almost no vitamin C unless the label says it has been added.)

Air Conditioners: Recent hot weather has caused a run on air conditioners. Be sure you know what you are buying. Manufacturers have been pushing low-priced models ($129-$149) that are rated for only 4000 BTU's (British Thermal Units). The more candid retailers warn that these can cool only a small room. Actually, some of the more-effective 6000 and 7000 units at $159-$179 don't cost much more than the 4000's.

Most of the larger manufacturers now have their BTU claims checked by the Electrical Testing Laboratories, Inc. Thus you can be sure of the reliability of the BTU rating if the air conditioner carries the NEMA certification emblem. This shows the rating complies with the rating standards of the National Electrical Manufacturers Association.

Also find out how much wattage is used by various models with the same BTU rating. The more carefully-designed models consume fewer watts for the same cooling output, thus holding down your electricity bill.

Food Buying Calendar: Use meat sparingly this August. Pork especially is expensive now. The many special sales of broilers and small turkeys this summer are one potenial money-saver. Retailers are pushing broilers in parts—selling separate packages of legs, breasts, etc. But the whole bird is priced lowest, next cheapest are quarters, and most expensive are parts. Canned tuna fish also is in heavy supply and priced low.

Key State, County, Municipal Elections Due This Year . . . No Time To Rest on Oars

EDITOR'S NOTE: This is another of the monthly reports prepared by the AFL-CIO Committee on Political Education for publication in The Signalman's Journal.

IT'S 1963, AN ODD YEAR sandwiched between the important congressional elections of last fall and the crucial presidential election of 1964.

It sounds like a good year to forget about politics. But, politically speaking, this is no time to "go fishing." The reason for this is simple: despite the fact there are no national elections, this is just as big a political year as any.

Nine states have state-level elections scheduled, or county contests throughout the state. Municipal elections will be held in 900 cities of 10,000 population and above. Judges will be elected, city and county councils, school commissioners, state legislators.

The Meaning of a Judge

Ever hear of a labor injunction? Union members walking the bricks, carrying placards, handing out leaflets at the plant gates. A judge hands down the injunction for the company, clearing the streets. Scabs go through the gates, union members lose jobs.

Once, that was standard. In case of bad times, it could become standard again.

That puts it up to the judges. Fortunately in a good many areas they are elected. To elect good judges, union members must vote. To vote, they must register. This is a job for all year every year. Are your members registered?

County officials are up for election in many places this year. They're all important, but consider the sheriff. Plenty of union men still remember the days of the Mohawk Valley Formula, when management threw everything it had at union members, including armed thugs.

Part of the formula was to have the sheriff deputize the goons. It could happen again, so don't forget the sheriff. We want sheriffs who will never sell their public trust to a special interest. To elect the right man for the job, union members must vote. Again, to vote, they must first be registered.

What's a City Council?

This year, hundreds of cities will choose mayors, city attorneys, councilmen and candidates for other elective offices.

Don't take your eye off this ball. Think a little about picketing. The courts say union members have a constitutional right to picket. But if a city council passes an ordinance tying up handbill distribution, or making it disorderly conduct to walk more than two-and-two, it may take some time, and lots of expense, to throw it out of court.

Meanwhile, a strike can be lost. Holding the line and making gains in your home town means electing good people to public office. And that means registering union members.

What's an Education?

Some states elect state and local superintendents of public instruction this year. This election could have a lot to do with your youngster's future, for his future depends in large degree on his education.

The labor movement helped to establish the public school system in America. If we can improve it, there will be more opportunities for the children of working people to get all the schooling their talents require. A superintendent of public instruction can make or wreck a school system. So this, too, becomes a matter of votes this fall, and a question of registration now.

What's a State Legislature?

State legislatures face the voters in some states. At stake are workmen's compensation, unemployment insurance, wages and hours laws, industrial safety, education, taxation, reapportionment and other legislation.

It's good to keep a sharp eye on Congress, but don't forget the state legislatures while you're doing it. For decent state legislatures, union members must register, and they must vote.

SIGNALMAN'S LAMENT **BY THOMAS**

...AND MEN AS YOUR SUPERVISOR I WANT YOU TO DO YOUR JOB IN A SAFE MANNER — IF YOU NEED HELP... ASK FOR IT..... SO WE CAN DO THINGS THE SAFE WAY!
A BROTHERHOOD PIN TO: V.K. BEVAN LOCAL 78 ROCK ISL. RR FOR THIS IDEA
SO YOU ASK FOR HELP...AND STILL DON'T GET IT !!
BOSS! I'LL NEED HELP AT VINE ST. I HAVE TO RAISE THE LINE WIRES FOR THE NEW CROSSING.
HMM.
YOO BOSS!! THIS WIND IS PRETTY STRONG — DO YOU THINK THIS IS SAFE TO DO ALONE?
YEAH! YEAH! HURRY UP! IT'S COLD DOWN HERE!
Thomas 97

Locals Urged to Participate In Labor Day Safety Campaign

PRESIDENT JESSE CLARK, in a recent letter to Subordinate Lodge officers, called attention to the fact that the safety record over last year's Labor Day week-end was the poorest in recent years and points out one stark fact. Too many workers, their wives and children, and their friends, lost their lives during Labor's own holiday. A tragic total of 678 were killed. There were 501 deaths on the highway, 57 deaths by drowning, 23 from boating accidents, and 97 from miscellaneous accidents.

These unnecesary accidents, Clark pointed out, served to turn what should have been a period of rejoicing and gayety for workers into a time of mourning for altogether too many of our members, their families and their friends.

Your Grand Lodge Officers are particularly concerned about reducing this heavy annual toll of deaths and serious injuries over the coming Labor Day week-end.

This year the AFL-CIO Standing Committee on Safety and Occupational Health, in cooperation with the Labor Conference of the National Safety Council, is sponsoring the fifth annual nation-wide campaign booklet that contains many practical suggestions and materials to aid your Local in conducting an effective educational and promotional campaign among your members and their friends.

Your use of the AFL-CIO booklet in the 1963 Labor Day Safety Campaign is in the best tradition of the organized labor movement—the preservation of life and limb, and the lessening of pain and suffering. Participation in such campaigns has proved an excellent device for building good relations, not only with the rank and file of a local, but with the public at large. It is a public service of the first order.

"We will all be proud and happy on September 3 if, through our mutually coordinated efforts, this year's Labor Day week-end results in a dramatic decrease in the unnecessary loss of lives among trade unionists and their wives and children during Labor's own holiday. Who knows—it might result in saving yours or a fellow member's life," Clark concluded.

Live A Little Longer

The Four Types of Epilepsy

By Dr. William A. Sawyer
IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

EPILEPSY IS A TEMPORARY loss of consciousness, usually accompanied by muscular contractions. Sometimes there are only slight localized twitchings, sometimes violent shaking of the entire body. The word epilepsy means seizure. A seizure is a sign of an abnormal release of energy within the brain.

Researchers have learned about this from recording brain waves by an electroencephalograph, much as electrical discharges are recorded of heart muscle contractions (electrocardiagraph). From these brain waves we know that there is an abnormal pattern for those with any form of epilepsy. These wave recordings do not make a positive diagnosis but they help to determine it.

The exact cause of epilepsy is unknown. An understanding of this disease would require much more knowledge of the chemical make-up and workings of minute brain cells. Heredity seems to play little part in its existence. There are certain conditions that seem to prepare the way for seizures, such as injuries to the brain, bodily disorders and emotional upsets.

A probable cause can now be determined in perhaps 50 percent of all cases. At least 70 percent of epileptics have attacks before they are twenty. In the first two years of life, convulsions usually manifest themselves.

There are four main types of epilepsy: grand mal, petit mal, psychomotor, and Jacksonian. Perhaps as many as one percent of our population have some of these types.

When people with epilepsy get good medical care, 50 percent of them become entirely free of seizures, and another 30 to 35 percent have their seizures so well controlled by drugs and good general habits that life goes on without any serious disturbances. Most individuals with epilepsy can develop normally if they are accepted by those around them.

While epilepsy cannot be cured, it can be controlled by a variety of drugs. About 100 years ago an English doctor discovered that sedatives called bromides would control attacks but they made patients sluggish. About 50 years ago a German doctor found that phenobarbitol was preferable, although it caused drowsiness in some cases.

About 25 years ago an American doctor sought a drug without these side effects. Eventually dilantin was perfected. Now there are other improved drugs that are effective and safe under careful medical supervision. Finding the best drug for a particular case requires patience and persistence.

How long should drugs be taken? For several years after all seizures have stopped. They should never be discontinued except on the advice of a doctor well acquainted with the case.

We must look upon seizures as an illness needing continuous medical supervision. We can persuade uninformed persons that epilepsy is not a disease to be hidden, and with proper treatment epileptics can carry on useful work.

If you are especially interested in this subject and desire the latest information, send 15 cents to Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., for Public Health Service Publication No. 938.

Another good pamphlet on the subject is Pamphlet No. 98. Send 25 cents to Public Affairs Pamphlets, 22 East 38th Street, New York 16, New York.

SHANTY BANTER

IMAGINE THAT!

Employer: "Look here, what did you mean by telling me you had five year's experience when you've never even had a job before?"

Young man: "Well, you advertised for a man with imagination."

Home is the place where Dad is free to say anything he pleases, because no one will pay the slightest attention to him anyway.

SATURDAY NIGHT INDEMNITY

A local insurance agent likes to tell about the time he signed the man on the dotted line.

"Now that amounts to a premium of $6.90 a month on a straight life. That's what you wanted, wasn't it?" he asked.

"Well," came the wistful reply, "could I fool around a little on Saturday nights?"

Responsibility gravitates to the person who can shoulder it.

JUST TO BE SURE

Hotel Page: "Telegram! Telegram for Mr. Happanendusciendimonorus!"

Mr. Happanendusciendimonorus:—"What is the first name please?"

Still the greatest unexplored and undeveloped piece of territory is right about your ears.

AND NO BLACK SHEEP

Hostess: Our dog is just like one of the family.

Bored Visitor: Which one?

While some men would probably like to remain bachelors, most girls would rather knot.

NEXT LESSON . . . PARKING

Tim: "How long did it take your wife to learn to drive?"

Tom: "It'll be ten years in March."

TOO BUSY

One drawback about taking movies on your vacation is that you have to return home to find out what you saw.

HOUSE TRAINED

Sam: "Did you marry that girl, or do you still wash your own laundry and do your own cooking?"

Dan: "Yes."

Sam: "Yes, what?"

Dan: "I married the girl and I still wash my own laundry and do my own cooking!"

Most people don't care how much they pay for something, as long as it's not all at once.

DEAR DEER

A female deer can run 48 miles an hour; a male deer, 49 miles an hour.

Ain't nature grand though?

To make your dreams come true, wake up!

"Your wife already called for yours Mr. Stewart . . . at first I refused to let her have it."

JUST THE FACTS, MA'AM

One sweet young thing was about to become a bride.

No less happy that the bride to be was her doting mother, as the two sat down for an intimate chat.

"Now, tell me, mother," the bride whispered, "what I ought to know before—"

"Of course, my dear," said the fond mother, shyly lowering her eyes. "Well, to begin with, when your husband kisses you good night—"

"Oh, I know all about that, mother—I want to know something about cooking."

UNREASONABLE FACSIMILE

Pal Joey: "I thought you said you were going to buy your wife a new car. Why did you buy her a new mink coat?"

Joey's Pal: "They don't make imitation cars."

You can always spot a well-informed man. His views are usually the same as yours.

DOES UNCLE SAM KNOW?

Tourist wife to husband viewing the Taj Mahal: "Actually, it's amazing what they were able to do before there was any such thing as foreign aid."

Never trust your wife's judgment . . . look whom she married!

GOOD LOSER

"Why aren't you going with Mary any more?"

"Well, she wasn't pretty, didn't have any money, and married Jimmy Wilson. So I just took the advice of my friends and dropped her."

If it's such a small world, why does it take so much of our money to run it?

SURPRISE?

Bride: "The best two things I cook are meat loaf and onion soup."

Groom: "Which is this?"

Too much happiness is overlooked because it doesn't cost any money.

OBSERVATION

Medical science says whiskey can't cure the common cold. However, neither can medical science.

Taken from "Victims of Merger Fever" a special independent, on-the-spot report on the actual results of a recent railroad consolidation, undertaken for the Railway Labor Executives' Association by Merkle Press Inc., as reported by Roger Sheldon.

NO LONGER CENTER OF TOWN

Another Generation Learns The Bitter Truth

With the decline of rail service in Morton, Franklin, Delhi, Glenview, and other towns along the route we traveled, there was a parallel decline in public attention to the problems of the vanishing rail industry. The railroad station is no longer the center of town.

Restaurant owners along the main street in Hanley Falls used to swab off their counters when they heard the M. & St. L. whistle blow. Now they only listen for the arrival of the Great Northern, a railroad as yet unmerged, although it is seeking to do so. The days when two train crews met at the junction cafes and exchanged news and rail lore are gone.

We were surprised to find in Redwood Falls, largest town along our route of study, that many of the younger generation didn't even know where the railroad station was located. We asked three teenagers for directions without success, before we located an older citizen who could supply the information.

The editor of *The Gibbon Gazette,* Gibbon, Minn., told us of his experience helping to chaperone the senior class of Gibbon High School on its annual spring journey to Chicago in 1960. The class rode by school bus to Minneapolis, where it boarded a train for the Windy City.

"We had to carry our baggage clear out to the end," said Orville Olson. "The railroad didn't even provide a baggage cart for us. We happened to be the last car in a 20-car train, and we had to carry our luggage a long way.

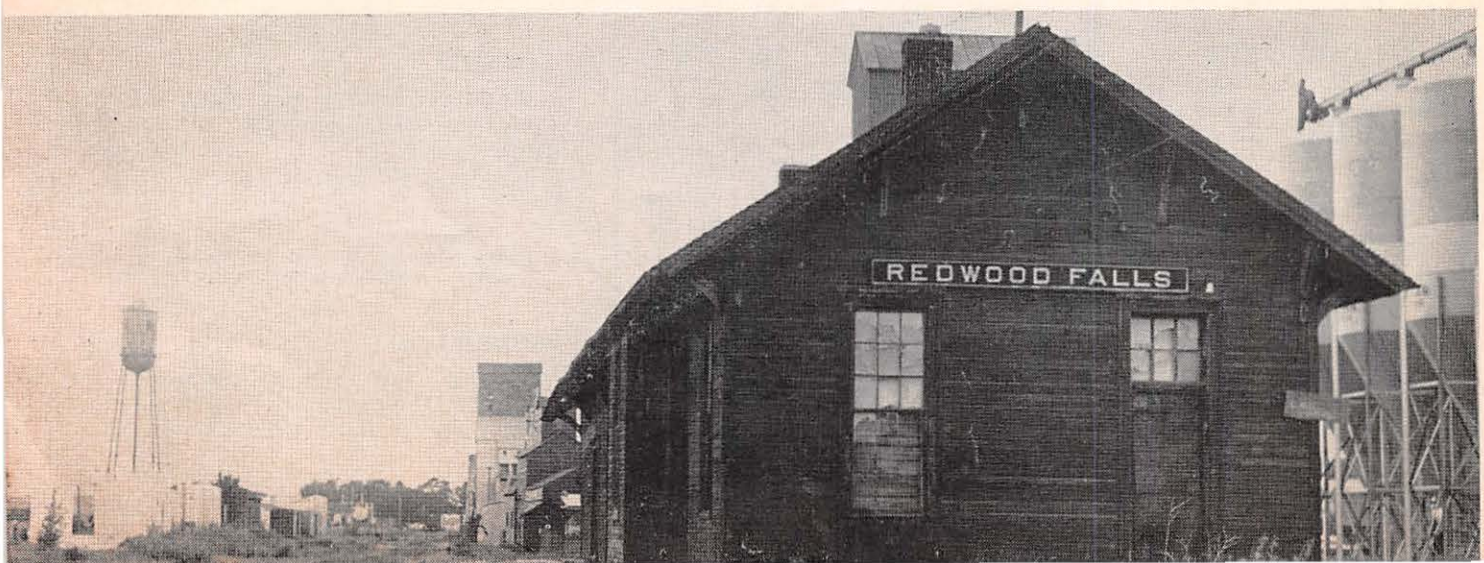
"At Chicago it was the same thing.

"I've flown on the airlines, and when you buy your ticket, you set your suitcase down, and that's the last you see of it. It's taken care of.

"The railroad people said 'Well, these kids are traveling at excursion rate.' I said, 'Then they should add half a dollar to each fare and take care of the baggage for these high school children.' Things like that are what irritate the public."

THE DEPOT WENT THATAWAY—The abandoned passenger depot in the heart of Redwood Falls, Minnesota, below, stands almost forgotten among shipping terminals which wait in vain for rail transportation. The line into the prosperous seat of Redwood County was abandoned, and shippers were told to take their cargoes to North Redwood, a flag stop several miles north. (See picture at left). Now station consolidations threaten to reduce even the freight service there.

ON THE SIDING, GOING NOWHERE—The boxcar on a siding at Wood Lake, opposite page, like so many others in the area, is "waiting to be fixed."



WAITING TO BE FIXED

Better Boxcars or Profitable Investments

At hearings conducted by the Minnesota Railroad and Warehouse Commission, June 26, 1962 at Hanley Falls, Minn., Philip Stringer, a Chicago and North Western attorney, stated that there are approximately 4,500 C. & N. W. boxcars (including former M. & St. L. cars) on storage tracks "waiting to be fixed." He estimated that it would cost an average of $2,000 per car to put them into good working condition.

He suggested that station consolidations (i.e. reduced service to shippers) sought by North Western would release funds for such improvements.

"There are thousands and thousands of ties on the tracks that have to be replaced, and part of the money could well be put there."

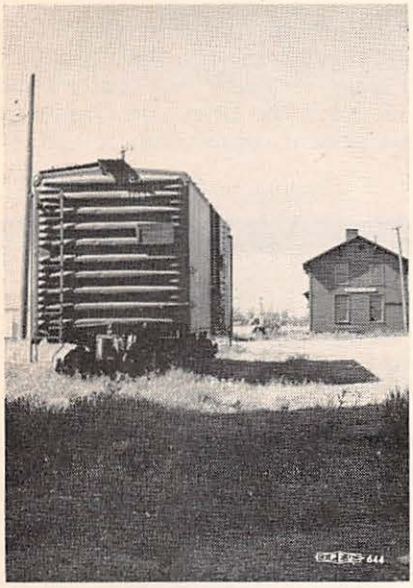
(It might be noted here that since North Western eliminated — or "consolidated" — section crews at many points along the old M. & St. L., there aren't enough hands to shovel the snow at rail crossings and stations, much less lay new ties.)

Chairman Paul Rasmussen of the Railroad Commission pointed out to the carrier attorney that its last financial statement showed "temporary cash investments" totaling $10,350,000. He asked what these investments were. He commented that 4,500 boxcars could be repaired for less than that amount ($9,000,000 according to the attorney's estimates).

"Why weren't these investments — that cash — used to repair the rolling stock?" Rasmussen asked.

The attorney couldn't define the "temporary cash investments" but he suggested that "for a short period, if the railroad can pick up a dollar or two by putting some money in the savings bank or something of that kind, getting a small rate of return on it, it's good business to do it."

In other words, the merged railroad relegated improved public service and improved rolling stock and trackage to second consideration—under more immediate and assured profits and prospective dividends.



TOO LITTLE AND TOO LATE—A rail industry spokesman assures us that recent actions by congress and governmental agencies "will put the railroads in a much better position to continue improving their postal service. Increased operating efficiency 'through soundly-conceived' mergers will help to bring this about." His visions of a better railroad mail service comes too late for many people of Southern Minnesota. Mail contracts went when passenger service was discontinued. Tractor-trailer trucks now handle mail along the old M. & St. L. System. In the picture below, a big mail truck makes a pickup at dusk in the town of Arlington, Minnesota.

THE PUBLIC BE DAMNED

Are we returning to the days of Jay Gould, Jim Fisk, and William Vanderbilt, the railroad tycoons of almost a century ago, who showed little respect for government or public opinion in their operation of the nation's rail transportation?

We recall the story told of William Vanderbilt: On October 8, 1882, he was sitting in his private railroad car outside Chicago when two reporters came aboard for an interview.

The newsmen asked the richest man in the world if it was true that the Nickel Plate Railroad was built only to blackmail his New York Central System. Vanderbilt believed it was true.

"It's no good," Vanderbilt said of the Nickel Plate. "Poorly built."

The reporters then asked if the NYC's new, fast train, which cut the running time to New York, was paying for itself.

"No, not a bit of it," he replied. "We only run the limited because we're forced to by the actions of the Pennsylvania Railroad."

"But don't you run it for the public benefit?" asked one reporter.

"The public be damned!" Vanderbilt snorted. "What does the public care for the railroads except to get as much out of them for as little consideration as possible . . ."

The story was printed and reprinted across the nation, and the furor which resulted was so strong that Vanderbilt denied he ever made the statements attributed to him.

But the memory remains . . . the conflict remains . . . public utilities and public service versus vested interest and private gain.

And today the New York Central and the Pennsylvania are seeking to end their competition through merger. Recalling Vanderbilt's reason for running a train, one can't help but wonder what would happen to their service if the Interstate Commerce Commission should permit this present competition to end.

THE TEMPERATURE RISES

Railroad merger fever has reached such a high degree in recent months that the future welfare of the nation's transportation system may be threatened. There are more merger proposals now pending before the Interstate Commerce Commission than at any time in previous history. With much of the public apathetic about rail consolidations, there seems little hope of staying the mad rush of rail financiers for "operating results and cash flow."*

President John Kennedy stated recently that the railroads' present situation is largely attributable to "the failure of Federal policies and regulations to adjust to the needs of the shipping and consuming public . . ."

The conditions will not correct themselves, he indicated. "If direct and decisive action is not taken in the near future, the undesirable developments, inefficiencies, inequities, and other undesirable conditions that confront us now will cause permanent loss of essential services or require even more difficult and costly solutions in the not-too-distant future."

**Page 3, C. & N.W. Annual Report for 1960.*

news from Canada

Action on Rail Job Dislocation

THE GOVERNMENT PROposes to set up an advisory committee on the vexed Canadian question of railway abandonments, according to a recent article by the *Cooperative Press Association.*

Some progress has been made with a bill to compensate railway employes for current job dislocation, the article pointed out.

Finally, Transport Minister McIlraith has expressed the hope that the long-awaited legislation based on a searching look at Canada's rail problems will be introduced later this Parliamentary session.

These developments on the railway front were features of House of Commons action.

President Alf Gleave of the National Farmers Union, after meeting cabinet members in submission of the annual farm group brief, said the advisory committee is "in the works." This committee would follow a series of submissions from provinces and groups expressing concern about the railway plans for wholesale branch line abandonment particularly vital to prairie community, social and business function, according to the CPA article.

Mr. McIlraith told the Commons that further provincial representations will be made but the legislation that is planned will cover other subjects as well. He said he couldn't offer a precise date for the introduction of the government legislation based on the subsidies recommended by the royal commission report on railways, CPA pointed out.

Douglas Fisher, son of a railway engineer and the New Democrat member of Parliament for Port Arthur, had the satisfaction of seeing his bill on job displacement in rail operations referred to the Commons committee on railways, canals and telegraph lines, CPA reported.

He has been, in his six years in Parliament, a consistent spokesman for the rail personnel.

Ordinarily, such privately-sponsored bills are kept under debate for the allotted hour and then pushed to the end of a long list of similar measures — effectively killing them for the session.

This time, it means that the whole question of job losses because of automation and other trends will be discussed by committee members and through competent witnesses.

Mr. Fisher himself said that referring the bill to committee would allow the fairest examination. He used statistics supplied by the CNR to buttress his case.

In 1957, this government-owned line had 124,000 employes and only 97,000 in 1962. The CPR and other lines reported similar reductions in employes.

"This dropping off of employes reflects the tremendous changes in the makeup of the work forces and the drastic alterations in the work pattern. As a matter of fact, an employe on the maintenance-of-way force today is in a much different position from an employe just 10 or 12 years ago.

"This is because there has been such a rapid reduction in the work force, there is so much more area for these people to cover and there have been so many shifts.

"There is no area in Canada today where there is more insecurity than among railway workers," Mr. Fisher said.

Mr. Fisher said he felt that the railway brotherhoods had done "very well" in approaching the whole problem with relative detachment.

The whole case boils down to dissenting opinions by two supreme court justices of what was meant by certain sections of the Railway Act covering job dislocation.

Mr. Fisher noted that the railway brotherhoods, in view of this dissension by jurists, required parliamentary amendment to the act to remove any confusion.

Hence, the purpose of his bill was to provide that the railway employes, "who lose their employment as a result of changes beneficial to a railway, shall be compensated by that railway for the cost of rehabilitating themselves with new skills that are saleable in the labor market; pension compensation for early retirement, if that is a better plan; or such other compensation as the Board of Transport Commissioners deems best for the restitution of the discharged employe.

"A secondary amendment widens the changes contemplated by the section (of the act) to include freight or express offices."

Mr. Fisher suggested that the whole trend of modern government in other areas—including uranium mining and prairie grain farming—make such changes essential.

"If the amendment or something like it were adopted, it would in a sense almost be the adoption of corporate and governmental responsibility that is being accepted in this day and age when we have the effects of automation and technical changes upon personnel and employment habits."

Speedy support for the bill was sounded by Conservative Jack Horner, Social Crediter Robert Beaule and New Democrat H. W. Herridge. Hubert Badanai, Parliamentary secretary to the transport minister, also agreed.

Mr. Badanai said the principle of the Fisher bill "will provide a measure of compensation to railway employes when the railway management decide on changes which may be beneficial to them but which could work a real hardship on the empoye if it involves removal from one location to another or a change in job."

At the Lakehead there had been, "contrary to statements and promises made at the time" of no job

losses, a unification of telegraph offices with job losses.

There had been generally a "concerted move to effect so-called savings by unification of railway services of one kind or another."

Further, said Mr. Badanai, member for Fort William, he would resist any move to amalgamate the CNR and CPR. The railways "certainly have obligations to those of their employes affected by reason of the adoption of labor-saving installations such as automatic yards, or office machinery or indeed abandonment of branch lines or reductions of services.

"In all these moves, there should first of all be maximum notice of intention. Where displaced personnel have no opportunity to relocate with the company, the railways should assume responsibility of looking after them and their families until a satisfactory relocation is made."

Final proof of the government's stated fine intentions, of course, will depend on the nature of their concrete actions.

US&S Appoints Stelloh Systems Control Manager

Announcement is made of the appointment of James H. Stelloh as Manager of the Houston District Office of Union Switch & Signal Division of Westinghouse Air Brake Company.

Mr. Stelloh became an employe of the Division in October, 1959. He assumed the duties of a Sales Engineer in the Systems Sales Section of the Division and was assigned a territory comprised of 19 western states.

GRS Appoints Jensen To Chicago Office

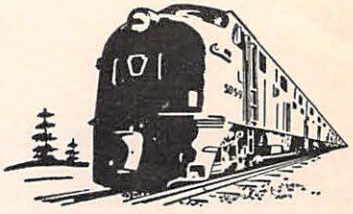
Appointment of Arthur Jensen as assistant western manager working out of the Chicago office was announced today by John W. Porter, executive vice president, General Railway Signal Company, a unit of General Signal Corporation.

Jensen

In addition to serving the railway sales field, Mr. Jensen will direct sales activities for GRS vehicle traffice control systems and equipment in the western area.

Mr. Jensen joined the General Railway Signal Company as a sales engineer in October 1954. He started his railroad career with the Rock Island Signal Department in 1929. In 1930, he joined the Signal Department of the Elgin, Joliet & Eastern Railway Company. In 1951, Jensen became signal supervisor of the E.J. & E., a position he held until he joined GRS.

Railroad NEWS IN BRIEF



THE ERIE-LACKAWANNA Railroad Company has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for radio communications apparatus to equip 29 Base Stations as a part of a modernization program of their radio communication system.

THE CANADIAN PACIFIC Railway has placed a $275,000 order with the General Railway Signal Company for centralized traffic control equipment to direct traffic on 129 miles of single track between Brandon and Broadview, Manitoba. Fifty miles of second main track will be removed.

Traffic Master, the GRS push-button control center, will be located at Brandon. The new GRS Type J all-relay coding system will be used for controlling the 13 field locations.

Remotely controlled snow melters will keep switches clear. GRS electronic overlay track circuits will be used for automatic lock release.

THE CANADIAN PACIFIC Railway will relocate its main lines now located in downtown Calgary. The relocation is a part of a proposed $35 million development plan recently announced by the city and the railway. The tracks will be relocated along the Bow River, where a new rail terminal will be built as part of a convention and transportation center.

THE SANTA FE RAILWAY has applied to the ICC for permission to abandon 22.3 miles of railroad in the State of Kansas. The abandonment is necessary because of a dam and reservoir project on the Elk River.

UNION SWITCH & SIGNAL Division of Westinghouse Air Brake Company has received an order from United States Steel Corporation for a set of radio remote control equipment which will be employed to remotely control a 20-ton Diesel hydraulic switching locomotive at its Ben Fairless Works in Fairless Hills, Pa. The transmitting equipment will be operated from a lightweight portable control unit carried by the operator.

THE GREAT NORTHERN Railway has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for 17 sets of transistorized 2R series railroad radio communication equipment for installation on their diesel-electric locomotives.

THE NEW YORK CENTRAL System has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for railroad radio communication equipment for use at their new classification yard at Boston, Mass. Fifteen sets of the transistorized 2R series units will be installed on yard locomotives, and one set of Base Station equipment will be installed for central control.

THE NORFOLK AND WEST-ern Railroad is continuing its long range program of traffic control installation. Authority was recently granted for an extension of this system between Hull, and White, W. Va. The system is now being installed between White and Williamson, W. Va. When these two sections are completed 71.46 percent of the road's signaled road mileage will be arranged for traffic control.

'Giveaway' That Backfired

Who'll Keep the Oil Millions from the Continental Shelf, U.S. or States?

By Roscoe Fleming

AN ENORMOUS FORTUNE of $600 millions with more to come, may fall to U. S. taxpayers —or go elsewhere.

This huge sum is still in dispute between your U. S. government and Louisiana, a dispute the public has forgotten because federal officials have kept still about it for two years.

Safe in the U. S. Treasury are nearly $800 million, first fruits of the 1953 Submerged Lands Act which the Eisenhower administration got through Congress to give to the coastal states most of the reachable mineral treasure on the Continental Shelf. But the giveaway boomeranged.

These states had shown no interest in offshore waters so long as the latter were merely an expense. Beyond low-tide mark, traditionally the states' limits, the federal government spends millions yearly for policing, navigation aids etc. But when rich oil, gas and mineral deposits were found there, the interest of the coastal states awoke with a bang.

Giveaway Twice Vetoed

Twice President Truman vetoed giveaway bills. Then Congress in 1953 voted the shelf to the states out to the latters' "historic boundaries," a classic vagueness that ended in the U. S. Supreme Court. Texas and others had claimed virtually the whole shelf.

The Supreme Court ruled in 1959 that only Texas and Florida, bordering the Gulf where the richest reserves so far have been found, have "historic boundaries" as far out as 10.5 miles. All others are held to the traditional three-mile limit. And it transpired that Nature had sardonically placed most of the treasure farther out.

Total revenue under the Act so far is $1,384,429,849, of which $587 million is in escrow between the U. S. and Louisiana. That state is especially aggrieved, since the richest underwater deposits so far found, seem to lie precisely between her three-mile and 10.5 mile limits.

For years a joint committee of federal and Louisiana officials has been trying to agree on a three-mile limit off Louisiana's bays and bayous, following the Supreme Court decision. This committee reported to the Solicitor General, but nothing has been revealed.

Probably there's been no agreement. One report says Louisiana wants her three-mile limit to start where the water's 18 feet deep and which constitutes the inner limit of coastguard patrol. This would topple most of the $600 millions into the state's hands.

California, too, has much mineral treasure offshore, and is equally expansive as to its three-mile limit. One report is that the state wants to run it along her chain of offshore islands, some 60 miles from the mainland.

The Justice Department has asked the Supreme Court to rule that California controls waters within bays or inlets that have necks less than 10 miles wide, but that otherwise the three-mile limit —from the mainland—strictly prevails.

Recently the Bureau of Land Management got high bids of $12.8 millions, for leases on its first tract offered off California. Bids are pending off Oregon and Washington.

Actually most of the nation's continental shelf out to 600 feet depth, totaling a half-billion acres or more, is largely unexplored. But oil and gas under the Gulf of Mexico alone are estimated at one-third of all our dryland reserves, and worth $20 billions at least. More is sure to be found. Exploration and recovery methods also improve yearly. Some day the bottom will be laced by pipe lines leading ashore from automatic pumping stations, and development centers under domes.

The Bureau of Land Management of the Department of Interior administers this enormous demesne, plus a half-billion dryland acres. Leases and bids on undersea reserves alone, boosted BLM revenue from $12 millions from this source in 1962, to $380 millions in 1963, and $362 millions for fiscal 1964.

$600 Million in Escrow

Some of this, in the form of bonuses, won't be repeated, but it has brought Interior Department receipts to about $860 millions for each of 1963 and 1964, from $450 millions in 1962. This is without reckoning the $600 millions in escrow. What a splash, if that tumbles in.

The Interior Department thus is currently collecting two-thirds of its total cost of operating, although much is earmarked for local uses, and so can't be counted as Treasury gain. But it's impressive nonetheless.

Rail Unions Sue ICC To Protect Employes of Southern & Central of Georgia Railways

The Railway Labor Executives' Association, its Chairman, G. E. Leighty and Executive Secretary, Donald S. Beattie, have asked a Federal District Court to set aside the Interstate Commerce Commission decision permitting the Southern Railway to acquire the Central of Georgia Railway.

The cause of action as set forth in papers filed in the United States District Court for the Eastern District of Virginia at Alexandria, on July 9, is the failure of the ICC to impose the conditions for the protection of employes required by the Interstate Commerce Act.

As a result of this dereliction of duty by the ICC, the RLEA complaint declared the Southern Railway took advantage of the situation to fire some 800 Central of Georgia employes with only a few hours' notice. The RLEA also charged that the ICC failed to impose the statuatory protective conditions for employes of the St. Louis and San Francisco Railway which sold control of the Central of Georgia to the Southern.

The suit asks the appointment of a three-judge Court to review the Reports and Orders of the Interstate Commerce Commission dated November 7, 1962 and December 3, 1962 to permanently enjoin, set aside, annul and suspend these Orders because they fail to carry out the mandate in Section 5 (2) (f) of the Interstate Commerce Act for the protection of employees. The RLEA also is asking the Court to permanently enjoin, set aside, annul and suspend the ICC Order of June 10, 1962, which authorized Southern to take over control of the Central of Georgia Railway Company.

Two Brotherhood Claims Upheld By Board

THE THIRD DIVISION OF the National Adjustment Board recently sustained two claims filed by our Brotherhood.

Awards 11282 and 11299 are significant because they demonstrate what can be done in cases where clear and complete information is available. In Award No. 11282 our Brotherhood was able to show beyond all doubt that the Carrier had violated the 25 percent provision of Article 10 of the National Vacation Agreement because a detailed description of the territory of each maintainer involved was set out in the submission.

The record in Award 11299 contained reasonably precise information with regard to the time actually needed to eliminate an "emergency" situation and our Brotherhood was able to show that a major part of the time worked by the claimant was "non-emergency" and a violation of the employes' monthly rate rule.

All members, local chairmen, and general chairmen should bear in mind that neither Grand Lodge, those who represent our interests at the Board, nor the Referees can introduce such details into a claim and every effort should be made to make the handling of claims on individual properties as complete as possible.

In Award 11282 the Board agreed that the Signalmen's Agreement and the National Vacation Agreement were violated when the Texas and Pacific Railway Company failed to provide proper vacation relief workers on named maintenance territories.

A monetary claim was made on behalf of 10 signalmen who normally would have performed this work and was sustained to the extent indicated in the opinion.

Opinion of the Board

Carrier failed to provide vacation relief workers to fill the positions of a number of monthly-rated signalmen while the latter were on vacation. Signal maintainers assigned to the adjoining territories were required to cover a portion of the vacationing maintainers' territories one day each week, "checking all case fuses, bond wires, batteries, etc."

Petitioner alleges that performing this work was a burden on the Maintainers of the adjoining territories and also that the vacationing Maintainer was burdened when he returned to service, in violation of Article 6 of the Vacation Agreement. Petitioner also alleges that more than the equivalent of 25% of the workload of each of such vacationing employes was distributed among the Maintainers of the adjoining territories in violation of Article 10 (b) of the Vacation Agreement. Carrier denies both of these allegations.

Petitioner has failed to prove that Maintainers on the adjoining territories were burdened, or that the vacationing Maintainers were burdened after they returned from vacation; hence we must conclude that Article 6 of the Vacation Agreement was not violated.

As proof that more than the equivalent of 25% of the workload of each such vacation employe was distributed to the Maintainers of adjoining territories, Petitioner places in evidence in its Position of Employes a letter in which the General Chairman advised the Manager of Personnel:

"We also pointed out in conference that the Signal Supervisor's instructions required these adjoining Maintainers to work one day each week on the blanked positions. Each of these employes made Job Reports showing that eight hours of work per week was performed on the blanked positions, as per instructions. These Job Reports were accepted by the Signal Supervisors and the Auditor of Expenditures. These Job Reports were also shown to you in conference."

This statement regarding the Job Reports is not denied by Carrier. There is no other evidence of the actual time spent working on the territory of the vacationing Maintainers by the Maintainers of the adjoining territories, except Carrier's explanation that part of the time would have been spent in traveling over their own territory to reach the territory of the vacationing employe. Even after deducting a reasonable amount of time for traveling, it appears that in each case the Maintainers on the territories adjoining that of each such vacationing employe worked between 12 hours and 17 minutes and 16 hours per week on the territory of the vacationing employe. It thus appears that in each case more than approximately 25% of the workload of the vacationing employe was distributed to the remaining employes and therefore Article 10 (b) was violated.

Even if Carrier had assigned a relief worker, it would nevertheless have been entitled to blank the position of each vacationing employe on those days when relief was not necessary (see Awards 10758 and 11154); therefore, in each case the claim is valid only for those dates on which a Maintainer of an adjoining territory actually performed service on the territory of the vacationing employe.

In Award No. 11299 the Board found that the Joint Texas Division of Chicago, Rock Island and Pacific Railroad Company—Fort Worth and Denver Railway Company (Burlington — Rock Island Railroad Company) violated the Signalmen's Agreement when it required signal maintainer J. F. Aust, whose headquarters are at North Zulch, Texas, to perform ordinary maintenance work on the sixth day of his work week and denied him overtime pay for such service.

The claim was sustained as set forth in the Opinion.

Opinion of the Board

On October 12, 1957, the claimant was called and directed to pick up two section men for the purpose of changing out and bonding a rail. He could find only one. They completed the job. Claimant was then directed to follow the detector car to Shiro, Texas, which is about five miles beyond Claimant's assigned territory.

Since the above service was on Claimant's sixth day, a claim was filed for six hours at the punitive rate.

The Carrier contends that this was emergency service and therefore under Rule 23 (h), the Carrier had the right to require Claimant to perform such service.

The Petitioner contends that the work performed was not emergency service and therefore the claim should be sustained.

We are of the opinion that the work of changing and bonding the rails was emergency service. However the remainder of the work was not emergency service.

Therefore, claimant is entitled to 4 hrs. and 35 min. at the punitive rate.

How Railroad Earnings Are Credited Under the RRA

THE AMOUNT OF BENEFITS which an employe and his family receive under the Railroad Retirement Act depends to a great extent on the amount of pay the employe received for his railroad service. The following questions and answers explain how railroad earnings are credited.

1. *What is "compensation"?*

Compensation is earnings received for service to an employer covered by the Railroad Retirement Act, such as wages, commissions, and bonuses. It also includes vacation pay, pay for time lost, and amounts paid for loss of earnings resulting from displacement to a less remunerative position or occupation. In addition, an employe may be credited with $160 in compensation for each month of creditable military service after 1936. However, if an employe had both railroad and military service in a month, the total creditable compensation may not exceed the maximum amount allowed.

2. *What are the limits on the amount of compensation which can be credited to an employe?*

Compensation is creditable up to a maximum of $300 a month through June 1954, $350 a month from July 1954 through May 1959, and $400 a month thereafter.

3. *Will I be credited with compensation for service performed before 1937?*

Yes, if the service is creditable. The amount of compensation credited for each month of such service is a special average established by the Board for the individual employe.

4. *What is "monthly compensation"?*

Monthly compensation is an average used in computing the amount of an employe's annuity. It is obtained by dividing his total creditable compensation by his total creditable months of service.

5. *If I work for two railroads in the same month, do I get credit for my compensation from both roads?*

Yes. Your compensation in that month from all railroad employers is counted, but the total may not exceed the maximum amount creditable.

6. *What is "pay for time lost"?*

Pay for time lost is an amount paid by an employer for a specified period of time during which the employe was off the job. This includes payments for time lost because of a personal injury and back pay awarded when an employe is reinstated after a discharge or suspension.

"Gentlemen! When the Merger goes through we'll not only have 25 vice presidents but a vice president in charge of vice presidents!"

7. *I was recently paid $200 under an accident insurance plan for an injury suffered on my railroad job. I make contributions from my railroad earnings under the plan. It is handled entirely by the railroad with no outside insurance company involved. Is the $200 counted as compensation?*

No. The $200 is not considered compensation. The money was an insurance payment and was similar to payments made by a commercial insurance company.

8. *I was on vacation during the entire month of June. Will my vacation pay be considered compensation?*

Yes. Even though you performed no service in the month, your vacation pay will be counted as compensation.

9. *I plan to retire in September. If I do not take my vacation this summer, will the amount I receive in lieu of vacation pay when I retire be counted as compensation?*

Yes. Such payments are compensation and are generally allocated 1, to the last day of compensated service, or 2, if it would be to the employe's advantage, to a period after that date equivalent to the vacation period.

10. *I work for a railroad which has a supplementary pension plan. Are pension payments under this plan considered compensation?*

No. Such payments are not considered compensation. This is also true of payments under interim pension plans to employes who are involuntarily retired before age 65.

11. *I am a redcap. Before October 1938, my earnings consisted entirely of tips but after that month, I was paid by the hour. How will my monthly compensation be figured?*

The compensation attributable to you for each month of service after August 1941 will be determined from your actual payroll earnings. Your creditable compensation for each month of service as a redcap before September 1941 will be an average based on your creditable earnings in the 12-month period September 1940-August 1941. If your creditable earnings in this period are not representative, the Board will compute the average by some other method.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

P. R. R. — P. R. S. L.

MAGNOLIA, N. J. (158). Our Local will hold no meetings until September 11. At that time there will be an election of Officers. Your officers for the past three years have been very faithful in attending meetings. To refresh your memory, they were: Chief Signalman Thomas N. Allen; First Vice Chief Elias S. Reed, who has not missed more than one meeting this term; Second Vice Chief Charles Farley, who is off due to illness; Recording Secretary James L. Nack, missed one meeting due to vacation; Financial Secretary Donald G. Jordan, who missed a few meetings because of family illness; Alexander F. Ott, Chairman of trustees; William G. Gifford and William E. Coho, Trustees; Robert L. Connelly, lever; George B. Carter, inside semaphore; Herbert L. Dalton, Chaplain; and our Grievance Committee — Chairman George F. Danley, Thomas N. Allen, and James L. Nack.

Brothers Roy Murphy, left, and James C. Hargrave—retired member of Local 58—are shown as they met recently.

Be at the September meeting and vote for those whom you wish to be your officers for the next term. We will have refreshments.

A dinner was held recently in honor of T. T. Hammer, our Supervisor for the past three years. He will be retired by the time you read this. Mr. Durst from Philadelphia will take his place.

Some of our members who attended were: Inspector A. F. Ott, Milt Still, George Baitzel, R. B. Inman, G. L. Henry, D. Jordan, E. S. Reed, R. L. Connelly, Inspectors Lindsay, Thompson, and Franckle, and retired member Frank Wetzel.

Others who attended the dinner were: former officers Mr. Kirsk, Mr. Darrah, Mr. Householder and Mr. Steward; John Day—from the office, and our former supervisor Mr. Jones.

Inspector Walsh is sure busy these nights with his Little League boys in Haddon Township.

It was reported that Brothers Wm. Panarello and C. E. Farley are away from work because of illness. That is all that I know of at this time.

Brother Capon's father passed away recently. Retired Brother George R. Engelhardt also passed away this past month. Brother Portoll's wife is recovering from a recent operation.

A few of the Brothers are on their hard earned vacations. I hope they drive safely and have a good time.

This is about all for now, I hope to see you in September. Don't forget to pay your dues. J. L. NACK

Railway Labor Asks Congress To End Exemption of Alfred I. Dupont Estate from Bank Holding Company Act Because of Florida East Coast Railway Strike

The following resolution was unanimously adopted by the Railway Labor Executives' Association, representing the 24 Standard Railroad Labor Organizations:

WHEREAS the following series of events occurred, of grave importance to public policy and the public interest:

1. The Alfred I. duPont Estate of Jacksonville, Fla., has acquired and continues control over the Florida East Coast Railway, as well as other important industrial enterprises.

2. The duPont Estate's dominant trustee, Edward Ball, in his position as board chairman of the FEC Railway, has defied the national railway labor policy in disputes with the FEC's employes and has refused all pleas by the Secretary of Labor and the Florida delegation in Congress to settle the strike of the FEC "non-operating" employes that began on Jan. 23, 1963.

3. The duPont Estate also controls, through majority stock ownership, the "Florida National" group of banks, with assets of $700 million.

4. The Bank Holding Company Act, signed into law on May 9, 1956, requires bank holding companies to register with the Federal Reserve Board and to divest themselves of control over non-banking companies, in order to prevent monopoly and unfair competition.

5. Through a specially worded definition of "company" in this Act, the duPont Estate was exempted from the Act's provisions although the duPont Estate does in fact, as a perpetual trust, act as a bank holding company.

6. President Eisenhower, in signing the Bank Holding Company Act, remarked that "the exemptions and other special provisions (in the Act) will require the further attention of Congress," but Congress has not yet acted to close these exemptions.

7. As a result, the duPont Estate and Edward Ball personally continue in a position of immense and unjustified industrial, financial and political power in the state of Florida.

THEREFORE, BE IT RESOLVED: That the Railway Labor Executives' Association respectfully requests the Congress to amend the Bank Holding Company Act so that the Alfred I. duPont Estate will be brought under the Act's provisions.

Rock Island

HUTCHINSON, KANSAS (78). The 85th regular meeting of our Local was held at Hutchinson, Kansas July 6, 1963. There were 5 members present. Just barely enough for a quorum to hold a meeting, nevertheless, what was lacking in numbers was made up in enthusiasm.

Those present were A. E. Ketterman, C. M. Rigg, R. L. Gregory, V. K. Bevan, and L. E. Case. We were honored to have Brother C. J. Chamberlain, Grand Lodge Secretary-Treasurer, and Brother R. A. Watkins, General Chairman, present at our meeting.

This was the first meeting of Local 78 since the loss of our Chief Signalman, W. R. Nitzsche, and in the absence of First Vice Chief R. I. Kerbs,

Brothers J. R. Sale, R. I. Kerb, and L. E. Case, are shown as they met and discussed their experiences while working together 17 years ago.

Brother C. M. Rigg, past Chief, acted as Chief and conducted the meeting.

Brother Chamberlain discussed the situation on the Florida East Coast Railroad and personally thanked Local 78 for the contribution to the FEC Special Assistance Fund which was approved at this meeting.

This was election meeting. The following Brothers were elected for a three year term: C. M. Rigg, Chief Signalman; L. E. Case, Recording and Financial Secretary; R. L. Wharry, First Vice Chief; V. K. Bevan, Lever; G. G. Ruhl, Chaplain; R. L. Gregory, Semaphore; A. E. Ketterman, G. G. Ruhl, and V. K. Bevan, Trustees; A. E. Ketterman, Local Chairman; and C. M. Rigg and V. K. Bevan, Committeemen.

The proposed change in our regular meeting date was also approved. Our next meeting will now be the first Saturday in November instead of the first Saturday in October, and it will be held at McPherson, Kansas.

On June 16 Brothers J. R. Sale, maintainer at Eldon, Mo., R. I. Kerbs, maintainer at Tampa, Kansas, and L. E. Case and their families got together for a picnic at Cary Park in Hutchinson, Kansas.

In 1945 J. R. Sale was foreman of the old Panhandle Division gang, R. I. Kerbs was an assistant and L. E. Case hired out as a helper in December of that year.

There were some other men who came and went but Sale, Case, and Kerbs remained on the gang until these gangs were replaced by system gangs.

This was the first opportunity the three had to get together in about 17 years. L. E. CASE

Wabash

DECATUR, ILL. (55). Eleven members who attended the meeting at Decatur on July 13 discussed many of the current problems facing signalmen on the Wabash and nationally. The results of the recent nomination ballot were officially noted at this meeting.

Many of our members are on vacation and we assume that this is the reason for our restricted attendance at this meeting. We are looking forward to a better attendance during the fall and winter.

Now that we have reduced the number of meetings held annually from 12 to 6 we feel that each member of our Local should attend at least one and participate in the affairs of our Brotherhood.

This is the year our Local officers will be elected. Nomination ballots have been circulated and their results tabulated. Election ballots are to be sent to each member who should immediately vote for his choice of the listed candidates, place a five cent stamp on the envelope and mail it as directed. This will indicate your interest in your organization and your rights as a member. Surely, the effort and cost is not too great.

With the gangs: V. G. Shonkwiler's gang is working in the vicinity of Fort Wayne, Indiana on flasher jobs; P. E. Dawson's gang is at Gary, Indiana on a flasher job; and Carl Jacobsen's gang is at New Berlin, Illinois installing flashers.

With the test foremen: Fred Bartley is at Oaklawn, Illinois; Joe Sharp is on the Montpelier, Ohio District; H. E. Martin is on the Peru, Indiana District; J. E. Bartley is at Hannibal, Mo.; and R. E. Pettus is working between Moberly and St. Louis, Mo.

To the best of our knowledge there are only two members, Harry Ritchie and J. E. Goodrich, away from their jobs because of illness. We wish them both a speedy recovery.

There is an old adage "Nothing ventured, nothing gained." As a man nears the end of the trail he has more time to meditate. I wonder if he thinks mostly of the things he tried and successfully attained or does he think of the times he tried and failed to accomplish the desired results but learned a great deal for having tried.

JFP

Rock Island General Chairman R. A. Watkins, left, made a report to the members of Local 17 recently as Secretary-treasurer T. A. Johnson observed the proceedings.

Rock Island

EL RENO, OKLAHOMA (17). Our regular meeting was held at trainman hall in El Reno, Oklahoma on July 13. The usual business was conducted. All enjoyed the very good feeling that is derived when fellow signalmen meet. Not just a voice on the phone or a letter in the mail but Brothers meeting in true fellowship.

Our meeting ran unusually smooth and business was conducted in a clear and understandable manner. The report of General Chairman Ralph Watkins was particularly well presented and we were informed of business of direct concern to all of us. Some information can be presented only at the meetings where the detail can be brought out.

Those who don't fully understand the operation of our organization can ask questions and receive answers at the meetings.

Election of officers will be held at our next meeting. This is a matter of vital concern to each of us. Come and be heard. W. L. STICKLEY

Members who attended a recent meeting of Local 17 at ElReno, Oklahoma are shown in the photo above. They are, from left to right, T. F. Johnson, T. A. Johnson, A. J. Johnson, M. D. Stowe, R. A. Watkins, and R. J. Lafoe.

Photo, Top left. Members of our Brotherhood are shown as they posed for this picture. They attended Local 39's annual picnic held recently at Madison, Wisconsin. From left to right, standing —V. Roberts, P. Singletary, A. Kirkpatrick, H. Radl, H. Rice, D. Krueger, T. Malin, E. Reichoff, and D. Knuth. Kneeling: H. Gerth, J. Hofbauer, N. McMicken, E. Krueger, K. Jensen, R. Lofy, and Vice president P. T. Drummond.

Photo, Top right. Ladies who attended the picnic shown in the photo are: left to right, Mrs. P. Singletary, Mrs. H. Rice, Mrs. A. Kirkpatrick, Mrs. N. McMicken, Mrs. T. Malin, Mrs. H. Radl, and Mrs. R. Lofy. Second row: Mrs. H. Gerth, Mrs. Wm. Radl, Mrs. D. MacKenzie, Mrs. E. Krueger, Mrs. L. Pautzke, Mrs. D. Knuth, and Mrs. V. Roberts.

Others who attended the picnic but were not present when the photos were taken were: Brothers D. MacKenzie, L. Pautzke, H. Tomkins and Mrs. Homkins.

Chicago & North Western

MADISON, WISCONSIN. (39). Local 39's annual picnic was held on Sunday, July 14, at Vilas Park in Madison, Wisconsin. The weather man cooperated by giving us a perfect day and more than 100 persons, including visitors, members and their families, attended and enjoyed the food and other refreshment that was in bountiful supply.

We were pleased to have Vice President Paul T. Drummond and his family with us and we hope they will pay us a return visit in the near future.

A short business meeting was held during which Brother Drummond outlined the latest developments in our February 1 national wage movement. He advised that mediation would begin on our request in Washington, D. C. on July 22. However, this date was later changed to July 26. Several problems being encountered by members while maintaining their sections were briefly discussed and the meeting adjourned so that the members could enjoy the rest of the day meeting and talking to old acquaintances and their families.

A special vote of thanks is due to Brothers Lofy and McMicken for their help and cooperation to make this year's picnic a success. Many of the members traveled long distances with their families to attend and those of you who missed it missed having a good time and opportunity to enjoy the day with your co-workers and their families.

The park was especially suitable for our picnic in that plenty of shaded areas were available and the city zoo is located there. The children had a great time seeing all the animals as well as taking in the various rides afforded at the adjoining amusement area.

Our next meeting will be held at Portage, Wisconsin during October. More information on the place and time will be sent to each member at a later date. It is urged that each member make a special effort to attend this meeting as we have many urgent subjects to discuss at that time.

HENRY S. GERTH

The six photos above were taken as members of Local 39, their families, and friends, enjoyed the fine food and fellowship at the annual picnic held at Vilas Park in Madison, Wisconsin.

Louisville & Nashville

LATONIA, KY. (176). On July 14 the members of our Local converged on Levy Jackson State Park for their annual picnic. Brother C. E. Grant, chairman of the picnic committee, had arrived early and reserved ample space. The soft drinks were well cooled when members and their families gathered for the pot-luck luncheon at noon.

The luncheon was followed by a social hour enjoyed by members, their families, and friends.

Our Local meeting was subsequently called to order by Chief Signalman C. F. Rump. General Chairman J. T. Bass reported on the activities of his office in the handling of claims. He also commented that the way appears to again be open for negotiation of a Union Shop Agreement on the L&N.

The secretary noted that there are several members who are quite a bit behind with their dues and urged them to pay promptly.

Brother C. C. Hacker reported that his gang now has a new kitchen trailer. He commented that its use was apparently satisfactory, however, he did not know how movement of the vehicle would be accomplished when required over a week end.

We have several new employes on the division, many of whom have already joined our Brotherhood. Others have promised to do so in the near future. Brother Joe Lewis, one of our new members, made the longest trip to attend this meeting. He, with his wife and family, drove over 250 miles to attend. This only proves that if you are really interested, distance is of only minor importance.

Brothers M. Thomas and J. N. Williams are reported ill. We wish them a speedy recovery and hope to see them at our next meeting.

Work on the new yard at Decoursey is nearing completion. It is predicted that the new yard will be in operation by the end of the year. We have not been advised of the maintenance schedule to be initiated at the yard, therefore, we do not know where we will go when this job is completed.

General construction forces have started the installation of C.T.C. on this division. Brother E. T. Kirk's gang is now stringing wire between Latonia and Winchester, Kentucky.

I would like to take this opportunity to thank the ladies who prepared the delicious food for our picnic and participated in this annual social event.

Our next meeting will be held at the usual place at Latonia in October. We hope to see you there. Don't forget, our officers for the next term will be elected at that time.

J. J. HACKER

HELP WANTED

The Reading Company wants 15 to 20 experienced Signelmen for a 4-5 year program remodeling sign-l systems on the Philadelphia, Reading and Shamokin, Divisions.

Anyone interested in this employment should contact Mr. G. B. Blatt, Chief Signal, Electrical and Communications Engineer, Reading Company, Reading Terminal, Philadelphia 7, Pa. 19107. If possible no later than August 25, 1963.

Santa Fe

EMPORIA, KAN. (33). Recently on my home division, the Eastern, a track supervisor was overtaken by a passenger train and instantly killed. Yes, this man had a train line-up, however, it contained the wrong information. The train was running behind the time shown, and overtook the man and his motorcar and he never had a chance. Of course, when he received the line-up he should have known it was not worth the paper it was written on. The book of rules states that line-ups are only a matter of information; in this case, all bad.

I also understand another motorcar operator on our railroad was killed recently. When, oh when, are the railroads going to wake up and stop this unnecessary slaughter of their em-

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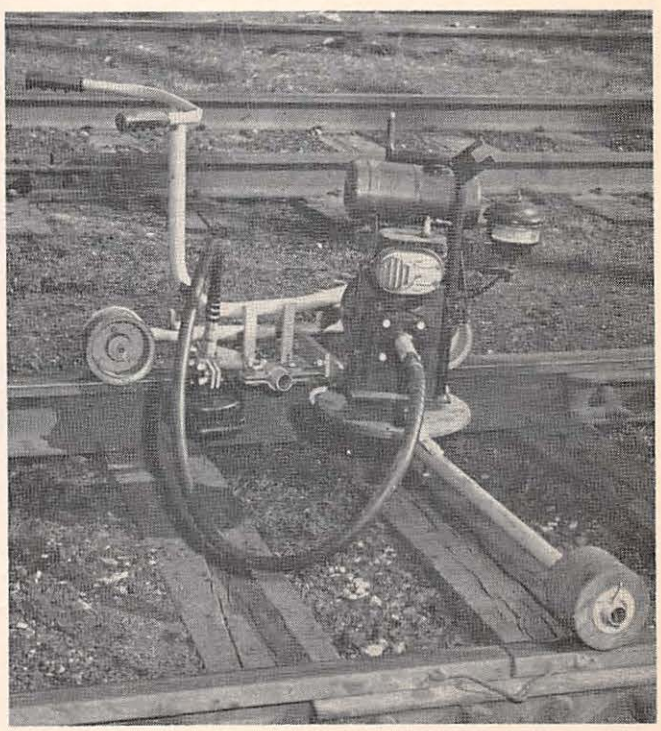

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ployes by properly protecting the operator when he is required to operate a motorcar. I know and the carriers know this type of accident can be avoided by positive protection of the motorcar. It has also been called to my attention that an employe was killed while handling a 460 volt power line.

Lately I have been hearing considerable verbal complaint from different men about the condition of set-offs for motorcars. Check up on the condition of all your set-offs, send a list to your supervisor, with a copy to your local chairman. He in turn, should request the carrier to make necessary repairs so set-offs will be in A-1 condition.

Our regular meeting was held July 20 at the Hotel Plaza in Kansas City, Missouri. Chief Signalman Roberts conducted the meeing assisted by Secretary-Treasurer Tom Fitzpatrick; Local Chairmen Davidson, Lynn and Creson; Lever Page; and Chaplain Craft. There were 16 members present including retired Brother Charles Guyer.

The propositions for membership of William Wayne Berryman, Samuel C. Robinson, Charles Lillibridge, and Gary Carter Clifton were read and the new men were welcomed as members of our Brotherhood and extended the hand of fellowship.

The following were nominated for offices in the forthcoming election: Chief Signalman — C. M. Roberts, Vice Chief—Clyde Page, Secretary-Treasurer—T. A. Fitzpatrick, Lever—W. D. Roberts, Chaplain—H. E. Trice and Sandy Tanner, Semaphore—Garland Hinkle, Local Chairmen, Eastern Division—Harold Richart and Dick Zielsdorf, Local Chairman, Middle Division—Clyde Page, Local Chairman, Oklahoma Division—Raymond Davidson, Trustees—Harold Richart, Dick Zielsdorf, Clyde Page and Raymond Davidson. *Journal* correspondent—Clyde Page and Max Craft.

The next meeting of our Local will be held at Newton, Kansas, 10:00 a.m. September 14. There will be an election of officers. Twenty five year membership pins were presented to Brothers C. M. Roberts, T. A. Fitzpatrick, Hobe Lynn, K. W. Weatherbee and Ralph Hallenbeck.

Brother Duke's Middle Division Signal Gang is now at Halstead, Kansas installing signal foundations for the C.T.C. installation between there and Hutchinson, Kansas.

The Oklahoma Division gang has completed their C.T.C. installation and are now at Oklahoma City installing flashers and crossing gates.

The Eastern and K.C. Division signal gang is at Argentine, Kansas doing general signal work.

S. P. CRESON

Retired Brother Wants to Hear from Friends

Brother Seaphus W. Curtis, retired member of Local 19, Union Pacific Railroad, recently advised "The Journal" that he is in a rest home at 3029 South Granada Street, El Monte, Calif. and would like to hear from his friends on the U.P. He added that he would enjoy having them drop in to see him whenever possible.

Brother Curtis celebrated his 77th birthday June 16.

Pennsylvania

PHILADELPHIA, PA. (112). We have recently heard from several of our retired members. Brother Thorne M. Swearington, formerly a local chairman of Local 112C, advises that he has been traveling quite a bit and enjoying his retirement. He recommends that everyone take their pensions as soon as they become eligible.

Brother W. B. "Bill" Johnston, also a former local chairman of 112C, is now retired. He was the maintainer at CQ Tower. Bill has been very active in Masonic work and travels quite a bit. He reports that he is enjoying every minute of his retirement.

Brother G. A. "Jerry" Clouse, although a bit reluctant to admit it, likes his retirement too. He has been going on occasional fishing trips and is seen regularly as he exercises his dog. Brother Clouse was the maintainer at Springdale, Pa.

We offer our sincere best wishes to all our retired brothers, especially those from the old Conemaugh Division and Local 112C. U. J. B.

Obituary

W. Ralph Nitzsche, Local 78, Rock Island Railroad, was killed recently when he came in contact with a power line while working near Pratt, Kansas. He was 58.

Brother Nitzsche's body was found by a passing train crew. He had apparently been working on power distribution lines.

He had worked for the Rock Island for 26 years and became a member of our Brotherhood shortly after he began his signaling career. He transferred from Local 17 to Local 78 May 5, 1931 and had been an active member with an intense interest in the affairs of our Organization, and was serving as Chief Signalman at the time of his death.

He is survived by his widow, two sons, and two daughters to whom the officers and members of Local 78 extend deepest sympathy. ED.

Joy Goff, retired member of Local 70, Illinois Central Railroad, passed away suddenly in his home July 22, 1963. He was 69.

Brother Goff retired in 1959 after 49 years of service with the Illinois Central. At the time of his retirement he was signal maintainer at Monee, Illinois.

He is survived by his widow, two daughters, and two sons to whom the officers and members of Local 70 extend sincere sympathy. ED.

J. G. Weeks, retired member of Local 89, Chesapeake & Ohio Railroad, passed away July 11, 1963. He was 59.

Brother Weeks began his signaling career with the Pennsylvania Railroad and later transferred to Local 89, Chesapeake & Ohio Railroad. At the time of his retirement March 11, 1957 he was Signal Foreman.

The officers and members of Local 89 extend sincere sympathy to the surviving members of his family. ED.

George R. Englehardt, retired member of Local 58, Pennsylvania Reading Seashore Line, passed away recently. He was 74.

Brother Englehardt, had 44 years of service at the time of his retirement June 12, 1954 and was Inspector T & S at Atlantic City, New Jersey.

The officers and members of Local 58 extend sincere sympathy to the surviving members of his family. ED.

CHANGE OF ADDRESS

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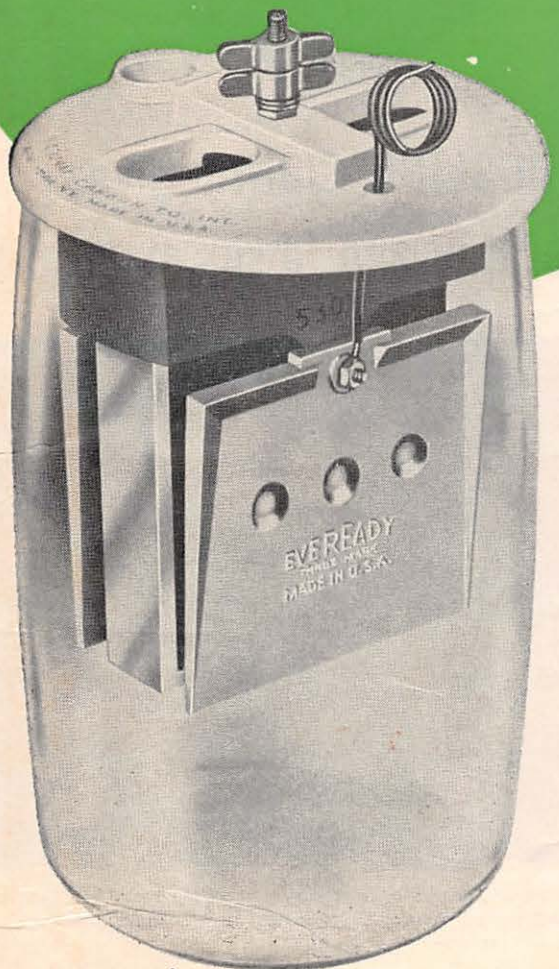

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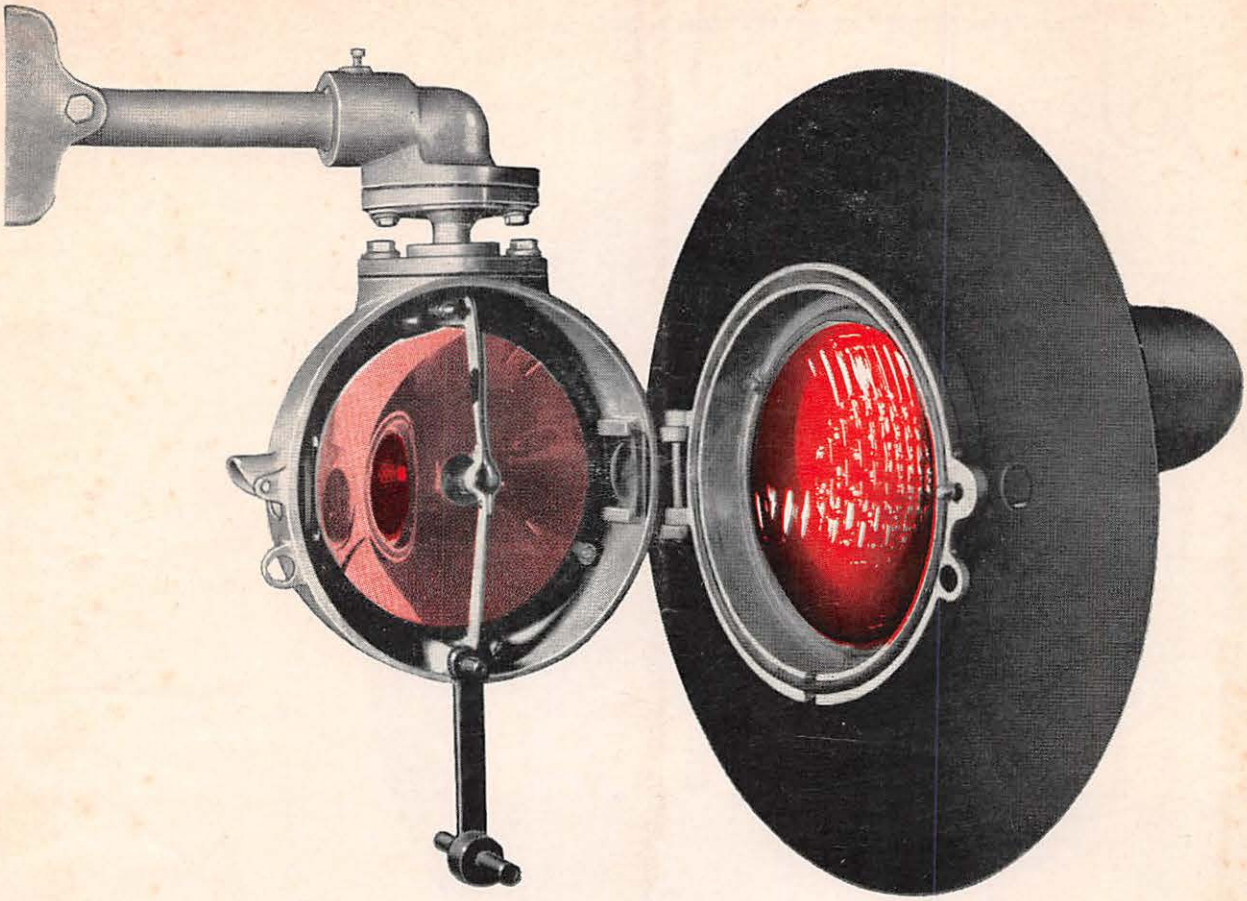

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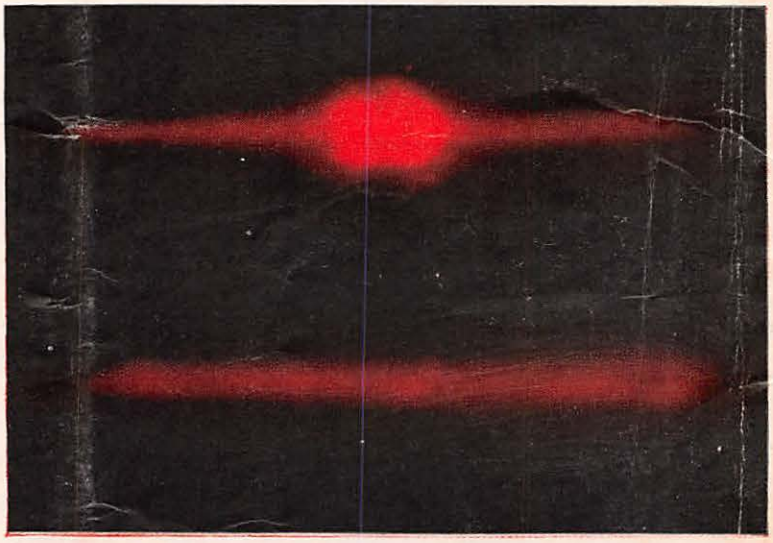
The HC-100 is compatible to all existing Union cross arms and, with adaptors, to cross arms of most other manufacturers. This universal design allows stocking a single lamp unit for all replacement needs. The wattage and voltage of the units are the same as for existing units. For more information, write for U.D. 302.



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